



1: SPORTING REGULATIONS - GENERAL

1.1: TITLE & JURISDICTION:

The **HOT HATCH CHAMPIONSHIP** is organised and administered by the 750 Motor Club Ltd in accordance with the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

- MOTORSPORT UK Championship Permit No:** CH2023/024
- MOTORSPORT UK Championship Grade:** C.
- Race Status:** Inter-Club.

1.2: OFFICIALS:

1. Co-Ordinator: G.Groombridge, Donington Park, Castle Donington, Derbyshire, DE74 2BN

☎ 01332 814548; ✉ giles@750mc.co.uk).

2. Eligibility Scrutineer: [R.Blackmore](#)

3. Championship Stewards:

C. Chapman C. Emmerson I.Sowman

1.3: COMPETITOR ELIGIBILITY:

1 Entrants must:

- be fully paid up valid members of the 750 Motor Club and
- be Registered for the Championship and
- be in possession of a valid MOTORSPORT UK Entrants Licences.

2 Drivers and Entrant/Drivers must:

- Be current Members of the 750 Motor Club and
- be Registered for the Championship and
- be in possession of valid Competition (Racing) Club Licence, as a minimum
- Or be in possession of the highest grade of national Race licence or valid FIA International Licence, together with their ASN's written consent ((H)26.2. and FIA ISC Article 2.3.7.b applies)
- If participation in the Championship 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 Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.

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

1.4: REGISTRATION:

- All competitors must register for the Championship by returning the Registration Form with the Registration Fee to the Coordinator prior to the Final Closing date for the first round being entered.
- The Registration Fee for the season is **£150** payable upon registration. For competitors wishing to enter a single event a registration fee of **£30** is payable and points will be awarded for this event. If further races are entered the balance of the **£150** fee must be paid.
- Registration numbers will be the permanent Competition number for the Championship.

1.5: CHAMPIONSHIP ROUNDS:

The **HOT HATCH CHAMPIONSHIP** will be contested over the following rounds:

Date	Circuit	Round/s
10 April	Donington Park	2
20 May	Brands Hatch	2
11 June	Mallory Park	2
8 July	Cadwell Park	2
12/13 August	Snetterton 300	3
16/17 September	Anglesey	3
29 October	Silverstone	2

1.6: SCORING:

- Points will be awarded to Competitors listed in the Final Results in each class as follows:-15; 12; 10; 9; 8; 7; 6; 5; 4; 3. All other finishers-2; all other starters - 1. Fastest lap per class - 1 point subject to a minimum of 2 starters in class. If there are less than 6 starters in any class, points will be 12; 9; 8; 7; 6. If there are less than 4 starters in any class, points will be 9; 8; 7. If there is only one starter in a class, there will be no point awarded for fastest lap.
- The totals from all qualifying rounds (excluding any races which are abandoned and which are not replaced) less 2 will determine the final championship points positions.
- Ties for end-of-season award winning places shall be resolved, when more than one competitor have equal totals, by taking into account the highest number of 1st places, 2nd places etc from the races they are counting as their best total (i.e. their finishing position in dropped rounds do not get taken into account). If that fails to find a winner their highest or subsequent highest dropped scores will be added to their existing total score until a conclusive result is found.

1.7: AWARDS:

- All awards are to be provided by the Organising Club unless agreed otherwise.
- Per Round: Awards of 1st, 2nd & 3rd in class will be given, subject to the number of starters as follows:- 2 to 3 starters -1st in Class only; 4 to 5 starters -1st & 2nd in class only; 6 or more starters - 1st, 2nd & 3rd in class. **Awards to Highest Placed Golf GTI's adhering to the regulations in Appendix 3.**
- Championship: Trophies to:
 - 1st, 2nd & 3rd overall.
 - 1st, 2nd & 3rd in class subject to a minimum of 5 race starts.
 - Best prepared car.
 - Highest Placed Novice
 - Highest Placed Golf GTI adhering to regulations in Appendix 3.**
- Bonuses:
 - Per Round: Not applicable.
 - Championship: Not applicable
- Presentations: Garlands and Trophies are to be provided for presentation at the end of each race. Prize money and Bonuses shall be posted to the Entrants within one month of the results being declared final after each season.
- Entertainment Tax Liability: Not applicable.
- Title to all Trophies: In the event of any Provisional Results or Championship Tables being revised after any provisional presentations and such revisions affecting the distribution of any awards the Competitors concerned must return such awards to the 750 Motor Club Competitions Secretary in good condition within 7 days.

2: CHAMPIONSHIP EVENT MEETINGS & RACE PROCEDURES

1. ENTRIES:

- 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.
- 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.
- Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Meeting Organisers in writing. D25.1.12. applies.
- The Entry Fee for each event shall be specified in the SRs and on the entry form.



5. Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.

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

3. QUALIFICATION PRACTICE:

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. Each driver shall complete a minimum of 3 laps in the car to be raced, and in the correct session, in order to qualify (MOTORSPORT UK Regulations Q12.4).

4. RACES: Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race ((Q)12.15) (1.6.4. above applies)

5. STARTS:

1. All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet.

2. The start will be via Standing start. The minimum Countdown procedures/audible warnings sequence shall be:-

I. 1 minute to start of Green Flag/Pace Lap - Start Engines/Clear Grid.

II. 30 Seconds - Visible and audible warning for start of Green Flag/Pace Lap.

III. A five second board will be used to indicate that the grid is complete.

IV. The red lights will be switched on five seconds after the board is withdrawn.

3. Any car removed from the grid after the 1 minute stage or driven into the pits on the Green Flag lap shall be held in the pitlane and may start the race after the last car has passed the startline or pitlane exit, whichever is the later to take the start from the grid.

4. Any driver unable to start the Green Flag/Pace lap or start are required to indicate their situation as per MOTORSPORT UK Regulation (Q)12.11.2. In addition any driver 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.

5. In the event of any starting lights failure the Starter will revert to use of the National Flag.

6. SESSION RED FLAG: Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Startline and RED FLAGS will be displayed at the Startline 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.

7. PITS, PADDOCK & PITLANE SAFETY:

1. Pits & Paddock: Competitors must ensure that the MOTORSPORT UK, Circuit Management and Organising Club Safety Regulations are complied with at all times.

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.

3. Refuelling: May only be carried out in accordance with the MOTORSPORT UK General Regulations, the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.

4. Speed Limit: Pit Lane Speed Limit will be 60 km/h.

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 pitlane.

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. (MOTORSPORT UK regulation (D)26.3.)

10. TIMING MODULES: The 750 Motor Club utilises transponder-based timing and competitors must have a compatible transponder fitted and working and advise the race organisers of its number prior to the event. Compatible transponders include the AMB TRANX 260 and MyLaps X2 & TR2 models.

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

12. OPERATION OF SAFETY CAR: The Safety Car will be brought into operation and run in accordance with Section Q, Appendix 3 of the MOTORSPORT UK General Regulations.

13. ONBOARD CAMERAS: All competitors are required to carry an on board, in car camera that records to an SD (or micro-SD) card that must be capable of recording HD footage that can be played back on a standard laptop. Recordings from the cameras may be used where there is an incident which is subsequently brought before the Clerk of the Course for investigation.

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 MOTORSPORT UK regulations and be approved by the Chief Scrutineer in accordance with J.5.21. Cameras must be mounted in a position such that the steering wheel and track in clear view. The unit must always be switched on and be recording when the car is on track during any official free practice, qualification session and race.

~~The onus is on the competitor to ensure that the camera unit battery is charged, the camera switched on to record and manage the storage to ensure enough space is available on which to record during the above-mentioned sessions. The onus is on the competitor to ensure that the camera unit battery is charged, the camera switched on to record and ensure the SD card has enough capacity to record the above-mentioned sessions. The SD card must ONLY contain the files from the event in question~~

In the event that no recording is available when requested by the Organisers or Clerk of the Course for judicial purposes then the following penalties will be applied by the Clerk of the Course.

- a. First offence – Championship Reprimand
- b. Championship Points Deduction – Equivalent to an 8th place finish.
- c. Disqualification.

3: SPECIFIC CHAMPIONSHIP REGULATIONS

1. By registering for the Championship all competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code which is appended to these regulations (Appendix 4).

Where any reports of disrespectful conduct are judged to be well



founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to Motorsport UK.

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 Championship Coordinator and/or Safeguarding Officer who will also relay the report Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at www.motorsportuk.org/resource-centre by selecting Policies and Guidelines.

2. In the event of any rounds being oversubscribed the Organising Club may, in liaison with the Championship Coordinator, at their discretion run Qualification races as per 2.11 of these regulations. Alternatively at double header race meetings, should there be sufficient space within the timetable, the Organising Club may divide the grid after qualifying into 3 separate Groups. The Groups will then form 3 races whereby each competitor participates in two races. All 3 races will be eligible for full championship points.

At each Round of the championship Race 1 grid positions will be determined by each competitor's fastest lap time in Qualifying. At double header meetings, the grid positions for Race 2 will be determined by the finishing order in Race 1.

3. The Championship co-ordinator reserves the right to request the fitting of a 750MC owned data logging system to any car prior to competition. Failure to comply will result in disqualification

4. Success Ballast: Drivers finishing in the top 3 in the overall championship in the previous three seasons will receive an additional weight penalty to be added to their calculated minimum weight. These weight penalties will be applied cumulatively but are only applicable if a driver remains in the same class that they achieved the relevant championship results.

• 1st place overall: 15 kgs

• 2nd place overall: 10 kgs

• 3rd place overall: 5 kgs

Consequently, the maximum success penalty a driver can carry for the duration of the season is 45kgs.

4: SPECIFIC CHAMPIONSHIP PENALTIES:

In accordance with Section C of the current MOTORSport UK Yearbook

4.1: INFRINGEMENT OF TECHNICAL REGULATIONS:

1. Arising from post practice Scrutineering or Judicial Action: Minimum Penalty: The provisions of MOTORSport UK Regulations: C3.3.
2. Arising from post race Scrutineering or Judicial Action: Minimum Penalty: The provisions of MOTORSport UK Regulations: C3.5.1 (a) and (b).

For infringements deemed to be of a more serious nature the Clerk of the Course will invoke the provisions of Regulation C3.5.1 (c).

4.2: ADDITIONAL SPECIFIC CHAMPIONSHIP PENALTIES:

1. In the case of a driver being disqualified from a race, the Clerk of Course will impose the penalties set out in MOTORSport UK Regulation C3.5.1 a & b and may impose the penalty set out in MOTORSport UK Regulation C3.5.1 c.
2. In order to maintain standards of conduct, the Championship Organisers will monitor all Officials/Observers reports of adverse behavior at race meetings. If any individual is included on two such reports during one racing season the Championship Organisers will request the Clerk of Course at future race meetings to consider specific observation of that driver's conduct.
3. The Clerk of Course may impose a "Stop-Go" or "Drive through" penalty during a race in accordance with MOTORSport UK Regulation Q.12.26.
4. Any Competitor who is penalized under the Championship Sporting Regulations at any stage of a Championship event and receives an allocation of penalty points on their race license in accordance with MOTORSport UK Regulations, will receive a Championship points deduction equal to the number of penalty points which were allocated. Should the same competitor receive penalty points at another round of the Championship then the number of Championship points deducted will be double the number of penalty points applied. If penalty points are applied at a third round, then the Championship points deducted will be triple this number, and quadrupled at the fourth occurrence of such a penalty etc. This may result in a driver receiving a negative score.
5. Championship Stewards are also empowered to consider any request from the Championship co-ordinator to penalize any Competitor for any breach of Championship regulations and, after holding a formal hearing if they deem it necessary, to impose a penalty in accordance with MOTORSport UK Regulation C.2.1.1 (subject to the rights of appeal provided for in Section C.)
6. One or more of the following may be imposed by the Championship Stewards as appropriate;
 - a) Reprimand
 - b) Fine. This may be also applied in the case of a driver receiving three reprimands from the Championship Stewards in one season.
 - c) Time or Grid Penalties
 - d) Suspension from all or part of the Championship. This may also be applied in the case of a driver receiving two fines from the Championship Stewards in one season.

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. The fact that some modifications are mentioned as prohibited does not imply that others are allowed.

STANDARD: The word 'standard' used within these technical regulations as a description of components is to be interpreted as per 'Standard Part' defined in **Section B – Nomenclature & definitions** in the MOTORSport UK Blue Book. Checking will be by comparison to spare parts supplied by the manufacturer's official agent or by any other means necessary to ensure compliance. It applies to the specified component/s from the manufacturer's parts list for the model / engine shown on the entry form or registration form. No modifications permitted beyond the repair or adjustment processes specifically specified by the manufacturers' workshop manual or microfiche.' Checking will be by comparison to spare parts supplied by the manufacturer's official agent or by any other means necessary to ensure compliance.

5.2: GENERAL DESCRIPTION:

The **750 Motor Club Hot Hatch Championship** is designed to offer competitors a great deal of freedom in tuning a production based hatchback whilst at the same time providing a framework that keeps cars competitive and cost effective. **The class structure will**



be organised on a bhp (at the flywheel) per tonne basis as follows, where the vehicle weight is inclusive of the driver:

Class	Definition
A	200bhp/tonne
B	175bhp/tonne
C	145bhp/tonne

With the exception of the Mini Cooper R53 which is permitted in Class A & B, forced induction engines are not permitted. Four Wheel Drive is not permitted. The Clio 197 & 200 is not permitted in Class C.

Drivers must declare their vehicle power at the flywheel and vehicle weight at the time of registration. Drivers may be requested to take their vehicle (at their own expense) to one of the Championship designated rolling roads either prior to participation or after competing (including the 750 Motor Club mobile MAHA dyno) where the car will be power tested in order to assess whether it is within the correct class limit. If a car is tested after competition, then the operating area for the power test will be subject to parc ferme conditions, this includes the route from the pit lane or parc ferme to the power testing location and the route back to parc ferme.

Failure to comply will result in exclusion The designated rolling road centres for the Championship (including the 750 Motor Club mobile MAHA dyno) will all use MAHA LPS 3000 or FPS 2700 equipment.

A list of designated locations can be found in Appendix 1 to these regulations.

5.3: SAFETY REQUIREMENTS:

Cars must comply with the relevant sections of MOTORSPORT UK Regulations K. Roll cages must be as per MOTORSPORT UK blue book section K1. Driver and passenger door bars are mandatory.

5.4: GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

All cars must comply with the requirements of sections **J** and **Q** of the current MOTORSPORT UK Yearbook. All vehicles must be of sound construction and mechanical condition and be well maintained.

5.5: ACCEPTABLE CARS:

Any production hatchback that has been sold in the UK. Non hatchbacks may be considered at the organiser's discretion.

5.6: BODYWORK:

1. Modifications Permitted:

1. General: Mandatory fitment of laminated windscreen. All other windows (not sunroof) may be replaced with Lexan. The addition of colourless safety film to the glass is permitted.
2. Interior: Driver's seat must be replaced with a competition seat fitted in accordance with K2.2. Passenger seat, floor coverings, roof lining, radio/stereo units speakers and associated wiring may be removed. Tools must be removed. Spare wheels must be removed. Additional and/or replacement instruments are permitted; Steering wheel may be changed. Airbags must be removed. Glass sunroofs must be removed or replaced as per MOTORSPORT UK regulation Q13.10.6. Electric window winding mechanisms may be replaced by a manual window winding mechanisms, all weather strips/channels must be retained. It is permitted to remove the standard heating, air conditioning and ventilation system. If the standard heating system is removed then a windscreen demisting solution must be installed. An interior rear view mirror must be fitted to the left of the driver (or right if the car is left hand drive). Interior door panels may be removed or replaced with those of an alternative material, central locking and manual interior door lock switches must be disabled.

3. Exterior: Wing mirrors are free. The standard engine bay cover locking mechanism must be disabled; only bonnet pins may be used to secure the engine bay cover in the closed position. Replacement body panels must be of original shape but may be of a different material and thickness. Holes may be made in the front and rear bumpers for cooling purposes. Vents may be fitted in the bonnet for cooling purposes. Modifications to the inside of the wheel arch are permitted to provide clearance is permitted.

4. Silhouette: No alterations to standard with the exception of the following: a front splitter with a maximum protrusion of 7cm from the front of the bumper and 5cm from the side of the bumper. Wheel arch extensions are permitted in Classes A & B, providing they do not increase the width or length of the vehicle by more than 50mm beyond the original factory bodywork for the base model of the vehicle being used (i.e. 25mm per side). Wheels may not exceed the widths detailed in 5.13. A single element aerodynamic rear wing is permitted. Such devices must not extend beyond the maximum width of the vehicle, above the maximum height of any roof and such devices must not extend longitudinally from the bodywork by more than 100mm. Non-standard side skirts are permitted but must not extend past the maximum width of the vehicle and not contravene the ground clearance regulation. Roof "scoops" for the sole purpose of providing cockpit cooling are permitted.

5. Ground Clearance: It is permitted to alter the ride height. Under no circumstance can any part of the bodywork, or of the suspended part of the car excluding the exhaust system, be below a horizontal plane passing 50mm above the ground, the car being in normal racing trim with the driver aboard. A gauge of 50mm may be used by Scrutineers before or after races or practice to check the ground clearance; the vehicle may be stationary or moving during any testing.

2. Modifications Prohibited:

All Classes:

1. General: The exterior of the car must be standard for the model being raced.
2. Interior. A full width dashboard must be used.
3. Exterior: Additional aerodynamic devices including rear diffusers, canards and flat floors are not permitted. Bonnet must remain in the normal position and, when closed, must not have any non-standard gaps at any of their edges. Fitment of tape, sealant or addition of any material of any type to close body gaps (e.g. bonnet to wing) is prohibited.
4. Silhouette: Any in contravention of 5.6.1.4.
5. Ground Clearance: Any in contravention of 5.6.1.5.

5.7: ENGINE:

All classes:

Any production engine originally produced by the manufacturer or manufacturing group (i.e VAG – Volkswagen Audi Group or PSA – Peugeot/Citroen) in question. Engine power at the flywheel (in bhp) must be declared at the time of registration. The organisers reserve the right to power test any vehicle on a portable dyno / rolling road under parc ferme conditions after a race or qualifying session. Failure to comply will result in exclusion
1. Modifications Permitted: Modifications to head and block are free, but must be based on the original standard parts. Crankshaft, connecting rods, pistons, valves, camshafts and inlet and exhaust manifolds are all free. Cylinder capacity may be increased or decreased by modifying cylinder bore and/or piston stroke.
2. Modifications Prohibited: Forced induction is not permitted, with the exception of the R53 Mini Cooper which must adhere to the regulations set out in Appendix 2. Cars in Class C may not use multiple throttle bodies or a carburettor setup with more than two throttle butterflies.
3. Location: Engines must retain their original orientation within the car.

4. Oil/Water cooling: Water radiators are free in terms of number, location and capacity. Engine and gearbox oil coolers are permitted and are free. Additional ducting is permitted. Sump type and material is free. Oil control systems (such as an accumulator sump) are also permitted.

5. Induction Systems: Induction systems are free. The crankcase breather must recirculate or vent directly to a catch tank.

6. Exhaust systems: Exhaust systems are free but must comply with MOTORSPORT UK regulations J 5.16.1 – 5.16.7. For the avoidance of doubt all cars that were manufactured after the 31st of December 1999 must be fitted with a functioning catalytic converter. This is based on the manufacture date of the individual car not the model introduction date or engine type fitted. All exhaust gasses must pass through the catalytic converter where applicable.

7. Ignition systems: Ignition systems are free. Engine management systems (ECUs) are free, provided that they do not provide any kind of traction control. **The ECU make and model must be declared at time of registration**, and any changes must be declared in writing to the championship coordinator. ECU's must be fitted in an accessible location and remain "unlocked" at all times.

ECUs may only have one map loaded at any given time; the championship eligibility scrutineer has the right to interrogate a competitors ECU at any time.

Fuel delivery systems: Fuel delivery systems including pumps, injectors, filters and tanks are free subject to meeting MOTORSPORT UK safety requirements.

5.8: SUSPENSION:

- 1. All Classes:** Suspension is free, but must use the original pick-up points which may not be modified. Ford KA, Fiesta Mk2,3,4 and 5 models are permitted to weld a single flat plate to the top of the front suspension turrets in order to enable camber and caster adjustment.
- 2.** Dampers and springs are free; dampers must be no more than 3 Way adjustable.
- 3.** It must not be possible for the driver to make any changes to the suspension geometry whilst seated in the cockpit. Electronically adjustable suspension systems are not permitted. The wheelbase and track may be modified by using bolt on hub extensions or wheel offsets. Wheels must remain within the bodywork.

5.9: TRANSMISSIONS:

Class A & B:

Gearboxes must be a standard production unit from the original manufacturer and remain in their original location and orientation within the vehicle

1. Permitted modifications: Aftermarket gear kits are permitted. Differentials are free but may not be electronically controlled.

2. Prohibited modifications: Fully sequential gearboxes are not permitted, with the exception of genuine Renault Sport X65 and X85 Clio Cup cars which may use the Sadev sequential gearboxes as fitted by Renault Sport (X65 – Part No: 77 11 155 140 & X85 Part No: 77 11 160 004) but must carry a weight penalty, see 5.14.

3. Transmissions & Drive ratios: Gearbox and final drive ratios are free. The use of any aftermarket electronic traction control device is prohibited

Class C:

Gearboxes must be a standard production unit from manufacturer or manufacturing group (i.e VAG – Volkswagen Audi Group or PSA – Peugeot/Citroen) and remain in their original location and orientation within the vehicle

1. Permitted modifications: N/A

2. Prohibited modifications: Limited slip differentials are not permitted unless fitted as standard to the specific make and model of vehicle.

3. Transmissions & Drive ratios: The use of any aftermarket electronic traction control device is prohibited. Gearbox and final

drive ratios must remain as standard for the ~~model being raced~~ gearbox being used. Drivers may be obliged to show evidence (i.e from a manufacturers workshop manual or similar) that the ratios fitted are from a standard, unmodified production gearbox.

5.10: ELECTRICS

1. Exterior Lighting: Cars must retain their original rear light clusters and have two rear brake lights which must be fully functional at all times, all other exterior lights are optional with the exception of 5.10:2

2. Rear Warning Light: An MOTORSPORT UK approved or FIA homologated LED rear warning light is mandatory and must be mounted in accordance with MOTORSPORT UK regulations. Non integral rear fog lights may be removed. Integral rear fog lights must be rendered inoperative.

3. Batteries: There are no restrictions on type or location of batteries, subject to MOTORSPORT UK regulations. A battery and electric starter motor must be fitted and be capable of repetitive starts. No external (slave) batteries may be used

4. Generators: A fully working alternator and pulley must be fitted and electrically connected so that the standard battery charging function is providing a charge to the onboard battery.

5.11: BRAKES

Class A & B:

1. Permitted Modifications: Brake callipers, disks and pads are free. Deformation or removal of back plates is permitted. Fitting of alternative brake piping/hosing is permitted. Brake bias valves are permitted. ABS where fitted as standard may be disabled or removed. Cars not originally fitted with ABS may be retrofitted with the ABS system from the same model only.

2. Prohibited Modifications: Carbon discs are not permitted.

Class C:

1. Permitted Modifications: Deformation or removal of back plates is permitted. Fitting of alternative brake piping/hosing and permitted, use of a brake bias valve is permitted. ABS if fitted may be disabled. Discs may be replaced by 'non-genuine' parts of standard dimensions, discs may be cross-drilled or grooved. Brake pads are free.

2. Prohibited Modifications

Brake callipers must be standard for the model of car being raced.

5.12: WHEELS / STEERING

Steering rack is free and may be either powered or manual.

If fitted with a steering lock, this should be rendered inoperative, unless the vehicle is driven to the circuit on the highway.

1. Permitted Options: Wheels may be steel or alloy only.

2. Prohibited Options: Magnesium wheels are not permitted

3. Construction & Materials: As above.

4. Dimensions: Wheel Diameter must be no greater than 18." Wheel width must be no greater than 9". Offset is free.

5.13: TYRES

Any MOTORSPORT UK List 1A, 1B or 1C tyre is permitted. The maximum permitted width in Class A is 235mm, for the avoidance doubt no tyre with manufacturer markings indicating a width greater than 235mm will be permitted. Tyre profile is free. For Class B the maximum permitted width is 225mm, for the avoidance of doubt no tyre with manufacturer markings indicating a width greater than 235mm will be permitted. Tyre profile is free. For Class C the maximum permitted width is 215mm, for the avoidance doubt no tyre with manufacturer markings indicating a width greater than 215mm will be permitted. Tyre profile is free. No alteration to the tyre from the manufacturer's specification is permitted. Re-cutting, re-grooving or in any other way modifying the tread pattern is not permitted. All the manufacturer's data must be clearly visible. Buffing of sidewalls to remove data is prohibited. Tyres must be to MoT requirements in every respect. The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.





5.14: VEHICLE WEIGHT:

Vehicle & Driver weight must be declared at the time of registration. The minimum vehicle weight for individual cars will be calculated from the declared or tested power of the vehicle. This figure must be displayed as a graphic on the side window of each car. Vehicles fitted with a sequential gearbox including X65 and X85 Renault Clio Cup Cars will remain in their relevant class based on power-to-weight, but must carry a "sequential box penalty ballast" of 30kg. The sequential gearbox penalty ballast must not be included in the weight declared for class eligibility. All ballast must be clearly labelled and installed in accordance with J5.15.2-4 in the passenger foot well or passenger seat position and be visible for inspection at any time. Drivers who finished in the Top 3 in the Overall Championship during the previous 3 years must also carry additional success ballast for the duration of the year (see 3.4) which will be added to the derived minimum weight of the vehicle and driver.

5.15: FUEL TANK / FUEL

- 1. Types:** Free. A non-return valve must be incorporated in the vent system.
- 2. Locations:** If present, the standard fuel tank must be in standard position. The location of aftermarket tanks is free subject to meeting MOTORSPORT UK safety criteria.
- 3. Fuel:** Only petrol as defined in **Section B Nomenclature & Definitions, Pump Fuel a)** section

of the MOTORSPORT UK Yearbook for the current year and complying with BSEN228 may be used; fuel which exceeds the stated RON (max) levels in Appendix 1 of **Section B Nomenclature & Definitions** is prohibited even if it is sold/promoted as being legal for UK Competition and/or obtainable from 'roadside' pumps. The use of additives by competitors which boost the octane rating (RON) in any petrol is prohibited. At the end of practice and the race at least 3 litres of petrol from the tank of the competing car must be available to the scrutineers for analysis. Compliance with minimum weight for the car will be taken before the petrol is removed.

5.16: SILENCING:

All vehicles must comply with the relevant maximum noise limits set out in **MOTORSPORT UK Blue Book regulation J. Chart 5.18.**

5.17: NUMBERS & CHAMPIONSHIP DECALS

1. Positions:

Championship Sponsor's decals must take preference to any other decals. Failure to comply will render the vehicle and driver ineligible to race.

- 2. Suppliers:** Sponsors and Club decals will be available at the first Championship race in which the vehicle is entered.



Appendix 1: Nominated MAHA Rolling Roads:

**Marlin Motor Engineers
(Milton Keynes)**

Unit 4-5 Wellington Place
Bletchley
Milton Keynes
Buckinghamshire
MK3 5NA
Tel: 01908 366256

**Revivals
(Duxford)**

Revivals Garage
Lodge Road
Thriplow, Royston
Herts
SG8 7RN
Tel: 01763 208043

750 Motor Club (Mobile Dyno)

Donington Park
Castle Donington
Derbyshire
DE74 2RP

**TI Motorsport
(Stoke)**

TI Motorsport LTD
Tegiwa House
Sutherland Road
ST3 1HZ
Tel: 01782 950315

**Alive Tuning
(Louth)**

Unit 1 & 2
Meridien Centre
Belvoir Way
Fairfield Industrial Est.
Louth
Lincolnshire
LN11 0LQ
Tel: 01472 812900

**Raceworx
Performance Centre
(Scotland)**

Unit 2
Block 1 Hunting Park,
Livingston
EH54 5QS
Tel: 07483 161958

**RE Performance
(Swindon)**

Scuderia House,
Newcombe Drive,
Swindon
SN2 1EG
Tel: 01793 278069

Tel: 01763
208043

Appendix 2:



Specific Engine Regulations for the R53 Mini for use in Classes A & B. The following items relating to the R53 Mini must be adhered to in order for the car to be able to compete in Class A or B.

1. ENGINE:

Engine Code: W11B16

All internal engine parts must be unmodified standard BMW MINI parts unless specifically permitted in these regulations. It is the competitor's responsibility to ensure that no prohibited modifications have been carried out even if they are using an engine not assembled by them. No modifications are permitted beyond the repair or adjustment processes specifically described within manufacturers workshop manual.

Cylinder heads must be 'as cast' and unmodified. It is permitted resurface the gasket mating face of the cylinder head and block.

Modifications Permitted:

No modifications are permitted beyond the repair or adjustment processes as specified in the manufacturers workshop manual. Replacement of valves, valve guides and valve seats must be with parts of standard pattern and material. Pistons, Conrods, Conrod Bolts and Bearing Shells may be replaced with aftermarket parts. Flywheels - may use either the standard dual mass flywheel, or a be replaced with a single mass flywheel. Front Crankshaft pulley, is free but must remain the standard diameter. Supercharger Pulley – may be standard or a reduction pulley of a diameter up to 15% less than standard. Intercooler – may be replaced with an aftermarket version.

Modifications Prohibited:

It is specifically prohibited to modify inlet ports, exhaust ports and combustion chambers in any way. Camshaft profiles and cam timing may be non-standard.

Location:

Position and mounting method must be standard for the model being raced. Uprated mounting bushes are permitted.

Oil/Water cooling:

Water radiators may be replaced with aftermarket versions. Engine oil coolers are permitted. Baffled sumps and / or modified oil pick ups are permitted.

Induction Systems:

The induction system on the engine side up to, and including the throttle body must remain standard. The air intake components on the atmosphere side of the throttle body are free. The supercharger must be standard. Both Pre and Post 2004 Superchargers are permitted. No other modifications are permitted.

Exhaust systems:

Exhaust systems must exit at the rear of the vehicle. The system must contain an operational catalytic converter that all exhaust gases must travel through. The remainder of the exhaust system including silencer is free.

Ignition systems / Engine management:

The ECU, spark plugs and coil are free.

Fuel delivery systems:

The entire fuel delivery system is free.

Appendix 3:

Specific Regulations for the Mk2 Golf GTI:

1—General-Description

The series is for VW MK2 Golf GTI cars running 16 valve 1.8 litre four cylinder engines designated KR as supplied fitted to the Golf GTI 16V models. These models must have been produced in Germany for sale to the general public as shown in sales brochures and obtained through the United Kingdom VW dealer network.

The Championship is intended to provide close racing between drivers and not a technical challenge for preparation experts. The intention of the technical regulations is to create a car that is as safe as possible, fun to drive and yet remain as close to standard as possible. If you are contemplating any modifications about which you are unsure, you should call upon the Championship Eligibility Scrutineer for a decision. Competitors should assume that unless a modification is specifically permitted, that any modification is prohibited.

Cars must be presented to a high standard. Excessive corrosion, poor paintwork or significant bodywork damage may result in exclusion from the race / practice entered.

2—Safety-Requirements

2.1 All MOTORSPORT UK Regulation Section K, Section J and Section Q Safety Criteria apply as relevant and the following:

i) A suitable FIA approved competition seat designed for use with a six point harness and with appropriate mountings must be fitted according to MOTORSPORT UK Regulation [K 2.2]. It is strongly recommended to fit a seat which includes lateral head restraints and is compatible with an FIA approved HR Device.

ii) A suitable harness of six point design and carrying an FIA approved label must be fitted in accordance with MOTORSPORT UK Regulation [K2.1.4]

iii) It is mandatory to incorporate the use of the FIA approved HR Device fitted in accordance with FIA Regulations.

iv) A plumbed in fire extinguisher is required in accordance with MOTORSPORT UK Regulation [K 3.1]

2.2 A rollage as defined by Section K must be fitted and the following:

i) Door bars must be fitted in accordance with MOTORSPORT UK Regulation [K 1.3.5]

ii) Optional reinforcement members may be fitted in accordance with MOTORSPORT UK Regulation [K 1.3.5]

iii) Protective padding must be fitted in accordance with MOTORSPORT UK Regulation [K 1.3.6] and [K 1.6.6].

iv) The roll cage may only be attached to the bodyshell via the 6 mounting feet.

2.3 There should be towing eyes with minimum internal diameter of 60mm securely fixed to the main structure of the vehicle, front and rear, within the confines of the body to enable the vehicle to be moved in accordance with MOTORSPORT UK Regulation [Q 13.1.3] In respect to front towing eye, this may not protrude beyond the vertical plane of the front bumper by more than 10mm. For the avoidance of doubt this precludes the use of the standard towing eye in its standard location, competitors must find an alternative.

2.4 In order to allow the Eligibility Scrutineer to affix seals, every installed engine must have 1.6mm holes drilled in at least two adjacent sump bolts and two adjacent rocker/cam cover bolts.

2.5 Engines may be sealed from the cars first event. Thereafter the seals must be in place at all times. If a seal needs to be removed for any reason, the seal may only be removed in the presence of the Eligibility Scrutineer



2.6——To facilitate technical scrutineering, engines may be power tested with mobile rolling road.

Any engines which exceed any of the maximum permitted power measurements of 160bhp will be sealed and re-tested. If a second reading exceeds these figures then, the car will be subject to further investigation. This will include further power testing on a rolling road and may also include engine strip and internal investigation.

The organisers reserved the right to power test vehicles using a portable rolling road at any of the scheduled events. The results of these portable rolling road tests may be used to indicate whether further testing/examination of the engine is necessary.

2.7——Pattern parts meeting original manufacturer's specification are permitted.

3—Chassis

The construction type, design and material must remain as standard. Lightening or reducing the chassis strength is prohibited. Additional strengthening of the chassis is prohibited (e.g. seam welding). The chassis as produced by the manufacturer with the original material must be retained in all aspects in respect of material, thickness and contour. For the benefit of doubt, chassis is defined here to include the body shell, all internal cross members and bracketry, wings, doors, bonnet, boot lid, roof and panels. Proprietary body repair materials are permitted.

4—Bodywork

MOTORSPORT UK Regulations [J 5.2] and [Q 13] apply.

4.1——Modifications permitted but not mandated

- i) All sound proofing and heat shielding material may be removed
- ii) Mechanically operated items may replace electrically operated items. It is not permitted to replace an electrically operated part with a nonstandard alternative mechanical part or mechanism. All mechanical parts must be fully functioning.
- iii) Sunroof mechanisms can be removed entirely. If the sunroof panel is removed it must be replaced with a steel sheet at least the same material and thickness as the roof skin. MOTORSPORT UK Regulation [Q 13.10.6] applies.
- iv) A strut brace between the front strut towers may be fitted.
- v) A strut brace between the rear strut towers may be fitted.
- vi) Items originally fitted as optional extras to the vehicle may be removed. This includes, cruise control, air conditioning, headlamp wash/wipe, front fog lights and in-cabin headlamp height adjuster
- vii) Door cards may be removed. If removed, they must be replaced with an alternative panel that protects the driver from sharp edges and the intrusion of metal structures in the event of a side impact.
- viii)——Number plates may be removed.
- ix) Headlamps may be covered with protective tape provided they are not coloured red.
- x) The bonnet catch mechanism may be replaced as per MOTORSPORT UK Regulation [Q 13.2.6]. The bonnet must be secured by surface mounted bonnet pins.
- xi) The rear seat bracket/mount may be removed. Five Door cars may also remove the rear window winding mechanisms.

xii) The wheel arch liners may be removed and the inner lip of the wheel arch may be "rolled" to prevent fouling the tyre but no material may be removed

xiii)——Post facelift big bumpers may be fitted to pre facelift small bumper cars.

3.2 Interior

i) All passenger seating must be removed. The driver's seat must be replaced as per Championship Regulation

[5.3.1.i]. The front passenger seat may be replaced with a competition seat, fitted as per MOTORSPORT UK Regulation [K 2.2].

ii) Any interior trim including dashboard trim, carpeting and sound proofing may be removed.

iii) Window winding mechanisms, boot and door locks and catches must remain in place but can be disabled for safety reasons.

iv) Windscreen vents must remain to allow demisting. Driver and passenger facing vents may be removed.

3.3 Modifications prohibited

i) Silhouette must remain as standard. All spoilers, dams, splitters, aerofoils and diffusers are prohibited other than that mentioned in Championship Regulation [5.6.1.xii].

ii) All window glass must be retained as originally fitted. If nets are used to cover open side windows then the glass must still be retained.

iii) Material, thickness and profile of external body panels may not be changed.

iv) Plan must be as standard with no extensions to wheel arches permitted.

v) Wheel arches may not be modified to increase wheel clearance.

vi) The use of any undertrays, diffusers or any other aerodynamic device fitted to the underside of the vehicle is prohibited.

5—Engine

MOTORSPORT UK Regulations [J 5.4] applies

i) Only the 16 valve four cylinder engine (designated KR code) fitted to the VW Golf GTi 16 Valve is eligible.

ii) Cleaning and decoking of the cylinder head is permitted but polishing, deburring, machining or any other modifications are prohibited so that the original surface finish shall remain untouched.

iii) The cylinder head may be skimmed to a minimum height of 118.5mm (measured through cylinder head bolt holes).

iv) The crank journals may be machined, to solely permit the fitting of proprietary oversize bearings.

v) The cylinder bores may be bored out to permit the fitment of oversize pistons, the maximum overbore piston diameter is 82mm for both classes. Pistons must be of same weight, dimension, compression ratio and design of OEM equipment.

vi) The Cambelt pulley can be replaced for an adjustable item. The original chain pulleys and key ways must be used on the 16 valve engine, modifications to the camshaft chain pulleys are prohibited, and these must remain as standard and in their original 16V (KR Code) Specification.

vii) Balancing of the reciprocating parts is allowed. This is restricted to a maximum of 3 pistons / connecting rods.



viii) — The standard flywheel and clutch assembly weights are 10kg and these must be within $\pm 1\%$ of these figures.

ix) Camshafts must be Standard UK Specification. It is not permitted to re-profile or regrind camshafts.

x) The cylinder block upper face can be machined but the height must be no less than 277.8mm (measured between top and bottom faces)

xi) The original radiator cowling may be removed but non-standard cowling is prohibited.

xii) Coolant hose material is free and hoses may be modified to accommodate an additional temperature sender.

xiii) Cars are allowed to fit the 8-valve specification radiator and OEM air con spec radiators are also permitted.

xiv) An oil cooling system consisting of oil radiator, oil filter head and associated pipework may be fitted solely for the purpose of reducing engine oil temperature.

xv) The standard sump may have baffles, a baffle plate, crank scraper or windage tray fitted to prevent oil starvation. No other sump modifications are permitted.

xvi) It is not permitted to run a mixture of engine components, either mechanical or electrical. Engines must use the correct specification components as they left the factory as a complete unit. Only engine block codes KR may be used.

xvii) — The fitment of a solid front engine mount is allowed.

xviii) — The air filter is free but must be of OEM design and size and fitted in the original location. The induction system must be of standard specification for the vehicle and be retained in its entirety. The air box may be modified on the atmospheric side of the air filter.

xix) The original ECU must be used without any additional form of electronic engine management. The 16-valve ECU can have a modified rev limit crystal fitted. The fuel system must remain as standard, modifications to the fuel system are prohibited. The fuel system must only provide fuelling for 4 injectors. Modifications to the cold start injector to run at full or partial throttle are prohibited.

xx) All cars must use the standard exhaust manifold as fitted to the right hand drive models and may not be modified in any way. The remainder of the exhaust system is free provided that it exits at the rear of the car and is compatible to MOTORSPORT UK noise regulation [J 5.17].

6—Suspension

MOTORSPORT UK Regulations [J 5.5] applies

6.1 Modifications permitted but not mandated

i) — The front suspension top mount can be changed for a standard item from a Mk2 Golf G60, Mk3 Golf VR6 or Corrado VR6

ii) — Spring rates and damper manufacturer are free subject to Championship Regulation [5.8.2]. Dampers can be height, bump and rebound adjustable only. Three way Damping and remote reservoirs are prohibited.

iii) — All bushes must be of standard dimensions but may be substituted for polyurethane items of the same design and size as the original item. These bushes include and are limited to wishbone, steering rack, front cross member, rear beam, front antiroll bar, rear damper upper and lower mountings

iv) The front camber can be adjusted to a maximum of 3 degrees using the original adjustment method only. Rear camber can be a

maximum of 1.5 degrees. The use of minimal shim plates behind the rear hubs to achieve this is permitted.

v) Front toe is free and rear toe must be between 30' toe in and 30' toe out (across axle)

vi) Ground clearance as measured from the lowest point of the car, including the exhaust system shall be no less than 75mm whilst meeting minimum weight requirements as per 5.14(i) with the driver seated in the normal driving position.

6.2 Modifications prohibited

i) — No changes to suspension pick up points are permitted.

ii) — Rod ends or other spherical bearings are not permitted

iii) — It is not permitted to have dampers that contain mechanisms to alter damping at different speeds (3 way or more). Remote reservoirs on dampers are prohibited. Damper stems must be a maximum of 28mm.

iv) Anti roll bars must be standard (18mm front and 20mm rear), they must be connected in the original locations.

v) Wheelbase and track must be standard subject to differences created by alterations allowed in Championship Regulation [5.8.1].

vi) All suspension components will be of the same design and made of the same material as that on the standard vehicle save as per Championship Regulations [5.8.1.ii], [5.8.1.iii] and [5.8.1.iv]. Specifically aluminium components may not be replaced by steel components (or visa-versa) and no component may be replaced by any composite material or alloys that include any element of Titanium or Magnesium.

vii) No alterations to suspension geometry are permitted, other than that available on the standard car and as per Championship Regulations [5.8.1.i], [5.8.1.ii], [5.8.1.iii] and [5.8.1.iv].

7—Transmissions

MOTORSPORT UK Regulations [J 5.11] applies

i) — Only gearbox/differential unit "020" as supplied with approved engines in the Mk 2 Golf GTI range is permitted. Gearbox Codes for the 16V are 2Y and AGB.

ii) — Gear ratios must be as supplied with the gearbox in production form. For reference, the standard forward ratios for the 16V are 3.455, 2.118, 1.444, 1.129, 0.912 (Final Drive 3.667)

iii) — Gearbox mounting and location points must be retained and used as intended by the manufacturer.

iv) — Only the standard differential is to be used, modifications to the standard differential are prohibited other than replacing the crown wheel and pinion rivets with bolts. Limited Slip Differentials of any form are prohibited.

v) — Gear Selecting Rods are Free

8—Electrics

8.1 MOTORSPORT UK Regulations [J 5.14] applies and the following

i) — The standard heater/demisting mechanism shall be retained, not modified in any way and shall be in full working condition.

ii) — The battery size and type is free but must be capable of starting the car unassisted. Battery fitting location is free, but must be clamped and secured.

iii) — The standard battery clamp is inadequate, when using original fitting location, an alternative or additional battery clamp should be used.

iv) The alternator must remain in its standard configuration and be operational at all times while the engine is running.

v) No devices may be added or modified to provide any form of traction control, launch control or full throttle gearshifts.

vi) Electrical switches can only operate the function for which they were originally fitted into the car for and for no other purpose, with the exception of the key operated starter switch which may be replaced by a starter button.

vii) Exterior lighting must remain standard with the exception of removal of the inner headlights. These must be replaced with wire mesh.

viii) — An LED rear rain / fog light to EU or FIA regulation must be fitted within 100mm of rear window centre line between the top and bottom of the glass. MOTORSPORT UK Regulation [K 5] applies. Integral fog lights must be rendered inoperative.

8.2 No modification to any electrical system, other than re-routing wiring, is permitted with the exception of in-car entertainment systems, including speakers, amplifiers, aerials and "head" units, central locking and associated wiring and the rear wash/wipe system which may be removed. As per Bodywork above, electric mechanisms may be substituted by mechanical. Sunroof mechanisms can be removed. Controls may be repositioned where allowable trim modifications require it (e.g. electric window switches, light switches).

The following redundant electrical items and associated wiring may be removed:

- i) On-board computers
- ii) Interior courtesy lamps
- iii) Boot illumination
- iv) Glovebox illumination

v) Electric mirror control switch, providing mirror adjustment is still available. If electric mirrors are retained, the control switch need not be permanently installed.

vi) Front fog lamps and switchgear.

9 — Brakes

The braking system shall be as standard as fitted to 16V Golf GTi, as per MOTORSPORT UK regulation Q13.4 and the following;

i) Anti-lock braking systems (ABS) must be removed or disabled.

ii) Brake pad material is free but dimensions to remain as original equipment.

iii) Discs are free but must be one-piece construction, steel, of original model diameter and use standard callipers. Disc size can be either the 239mm as fitted to earlier 16V models or the later 256mm version.

iv) Any form of ducting even if it is standard is prohibited and removal of splash guards only are allowed to improve brake cooling.

v) An adjustable Brake Bias valve may be fitted. However it can only be located in the boot area of the car to prevent adjustments being made by the driver during qualifying or racing.

vi) The standard flexible brake lines may be replaced with braided items.

10 — Wheels/Steering

As per MOTORSPORT UK regulations [J 5.8] and the following;

i) The steering system including rack, tie rods, steering arms, and column shall remain as standard

ii) Steering wheel height may be adjusted by modifying the steering column providing that any materials used are of adequate strength. It is strongly recommended that fasteners are regularly checked for security and tightness.

iii) The steering wheel is free within MOTORSPORT UK regulations.

iv) Only steel or single piece aluminium alloy road wheels are permitted of 15" diameter, maximum width 7J, offset between ET 35 and ET 38. Tyres should not foul the body or chassis when the steering is turned under both static and dynamic suspension load.

v) Wheel spacers are permitted provided that they achieve the same vehicle track as permitted by Championship Regulation [5.12.iv].

Competitors should ensure that wheel bolts are of sufficient length to adequately secure each wheel

vi) Wheel hubs may be fitted with studs to accept wheel nuts.

11 — Tyres

Toyo Proxes R888R & Toyo Proxes R888 in 195/50R15 size only. Tyres must bear the compound mark GG, moulded into the sidewall. All other compounds are prohibited and tyres may be tested with a durometer. It is prohibited to alter the tread pattern of the tyres by cutting.

12 — Weights

Weights are defined as the whole car, including fluids and consumables and the driver in full racing kit.

The weight is the minimum weight required to be achieved at the end of each qualification session and each race.

VW Golf GTI Mk 2 16V — 1025KG

Cars may carry ballast, as per MOTORSPORT UK Regulation [J 5.15], in order to achieve the minimum weights.

13 — Fuel Tank/Fuel

As per MOTORSPORT UK Regulation [Q 13.1.4] where appropriate. The design and location of the fuel tank shall be as manufacturer's specification:

- i) Fuel Tank type — standard
- ii) Location — standard

iii) Fuel — Only pump fuel as defined in MOTORSPORT UK General Regulations Nomenclature and Definitions (see Pump Fuel) may be used

iv) The standard fuel pump must be used, with no additional pumps permitted.

v) No swirl tanks or other means of fuel baffling is permitted.

14 — Silencing

All vehicles shall conform to MOTORSPORT UK Regulation [J 5.17].

