

IRISH SUPERCAR CHAMPIONSHIP

2022 SPORTING & TECHNICAL REGULATIONS



1. SPORTING REGULATIONS

1.1 TITLE AND JURISDICTION

The Irish Supercar Championship is administered and organised by the Mondello Park Sports Club (MPSC), promoted by the Irish Supercar Committee, in accordance with the General Competition Rules and Appendices (GCR) of Motorsport Ireland (MI) incorporating the provisions of the International Sporting Code of the FIA and these Championship Regulations

Championship Permit No: P.033/22

MPSC reserves the right to amend or vary the Sporting and Technical Regulations in accordance with MI GCR Appendix 41 Section 1.1 at any time before or during the Championship and further issue additional statements concerning the Regulations from time to time, subject to MI approval, and all such statements will be issued by the use of Form RC1 to MI and to all registered competitors by email or by post to the address detailed on the Registration Form, or by delivery to the competitor by hand. It is a condition of entry into the championship that all competitors, teams, team members and persons associated with any of the above agree to be bound by the Regulations including any amendments, variations or statements relating thereto.

1.2 OFFICIALS

1.2.1 Championship Principal: Gary Corcoran

1.2.2 Championship Representative: John Linnane

1.2.3 Championship Eligibility Scrutineer: Barry Gregg

1.2.4 Championship Stewards

Championship Stewards will be appointed in accordance with MI GCR 182 and may only adjudicate on any disputes, irregularities or appeals arising from a decision of the Class Registrar on the approved Championship regulations.

1.3 COMPETITOR ELIGIBILITY

1.3.1 Entrants must be:

- a) a fully paid up valid members of MPSC or any MI affiliated Club,
- b) registered for the Championship, and
- c) in possession of a valid Motorsport Ireland Entrants Licence

1.3.2 Drivers and Entrant/Drivers must be:

- a) a fully paid up valid member of MPSC or any MI affiliated Club,
- b) registered for the Championship, and
- c) in possession of a valid MI Race National B Licence or Motorsport UK equivalent, as a minimum.

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

1.4 REGISTRATION

1.4.1 All competitors must register for the championship by returning the Registration Form with the Registration Fee to the Championship Registrar prior to 12 noon on Monday before the first round being entered. Registration after this date will only be at the discretion of the Organisers. Registrations will be accepted once Championship Regulations have been published and are accepted on a "first come, first served" basis.

1.4.2 The Registration fee is €250 which may be reduced at the discretion of the Organisers. Once a driver has taken part in an official qualifying session, there will be no refund of the registration fee under any circumstances.

- 1.4.3** Acceptance or rejection of a Championship Registration will be at the total discretion of the Championship Organisers. The Championship Organisers reserve the right to revoke a competitor's Registration at any point during the season.
- 1.4.4** Competitors may choose their competition number, which will be allocated on a first come first served basis with priority given to competitors who competed in the previous year's championship wishing to retain their championship numbers. After 28 February numbers will be allocated by the Championship Registrar and will be the permanent competition number for the championship. Where no number is chosen, it will be allocated by the Championship Registrar. The Number "1" is reserved for the previous year's Champion.
- 1.4.5** Championship points will not be backdated and will only apply from the date the registration fee is paid.
- 1.4.6** The onus is on the competitor to declare Class 1 or 2 on the Registration Form. A competitor can move from one class to the other during the season but cannot transfer points.
- 1.4.7** The Organisers reserve the right to enter a 'Celebrity/Guest' driver in any event. They will not score points but will be eligible for a trophy should their race result merit an award.

1.5 CHAMPIONSHIP ROUNDS

- 1.5.1** The Championship rounds will be contested at the following venues:

Rounds	Date	Venue	Club
1 & 2	9/10 April	Mondello Park	MPSC
3 & 4	7/8 May	Bishopscourt	BARC
5 & 6	28 May	Kirkistown	500 MRCI
7 & 8	11/12 June	Mondello Park	MPSC
9 & 10	30 July	Kirkistown	500 MRCI
11 & 12	10/11 Sep	Mondello Park	MPSC

- 1.5.2** MI reserves the right to amend the composition of the Championship rounds at any stage of the season in accordance with MI GCR Appendix 41 Section 1.3.2

1.6 POINTS

- 1.6.1** Points will be awarded to Competitors listed as classified finishers in the Final Results in accordance with MI GCR Appendix 15 Art 6.1.3.1. An additional point will be awarded to classified finishers for pole position and fastest lap in the race.
- 1.6.2** Competitors competing in the Invitation class will not be eligible for points or awards.
- 1.6.3** The totals from all qualifying rounds run less 2 will determine final championship points and positions.
- 1.6.4** For a race to qualify as a championship scoring round, a minimum of 7 starters is required.
- 1.6.5** Drivers excluded from results for a breach of MI GCR Section 139.6 (improper driving) or for a breach of the technical regulations may not use that event as discarded rounds for the purpose of overall championship placing.
- 1.6.6** Ties will be resolved in accordance with MI GCR Appendix 15 Section 6.10.

1.7 AWARDS

- 1.7.1** All awards are to be provided by the Irish Supercar Committee.

1.7.2 Per Event

Trophies will be awarded by class subject to a minimum of starters as follows:

1 starter – no trophy

2 to 3 starters – 1st only

4 or more starters – 1st, 2nd, 3rd

1.7.3 Championship

Trophies will be awarded to 1st, 2nd and 3rd

1.7.4 Bonuses

The Organisers reserve the right to provide additional awards for and during the Championship.

1.7.5 In the event of any provisional results or revision of championship tables being amended after any provisional presentations and such revisions affect the distribution of any awards and prize money (if applicable) the competitors concerned must return any such awards and prize money to the Class Championship co-ordinator in good condition within 14 days.

2 EVENT AND RACE PROCEDURES

2.1 ENTRIES

- 2.1.1** Competitors are responsible for sending to the Race Organisers correct and complete entries and entry fees prior to the closing dates for each competing round.
- 2.1.2** Incorrect or incomplete entries (including Driver to be Nominated Entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Event receives 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 Secretary of the Event in writing. If Driver/Vehicle changes are made after publication of Entry lists with Final Instructions, the Competitor concerned will be accepted in accordance with Motorsport Ireland GCR 113.
- 2.1.4** Reserves will to be nominated on the final list of entries published with Final Instructions or Amendment Sheet Bulletins. All Reserves will practice and replace withdrawn or retired entries in Reserve Number order. If Reserves are given Grid Places prior to issue of the first Grid Sheets for any round 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 Area, 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 flag lap or last car to take the start has passed the startline or pitlane exit, whichever is the later.

2.2 BRIEFINGS

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

2.3 QUALIFYING/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 may be required to complete a minimum of 2 laps in the car to be raced, and in the correct session, in order to qualify.
- 2.3.3** The grid for the first race will be set by the fastest lap time in qualifying. The grid for the second race will be set by the second fastest lap time in qualifying.

2.4 RACES

- 2.4.1** A minimum race duration of 15 Minutes shall apply. In the event of "Force Majeure" and with the consent of the Stewards of the Meeting a race may be reduced in length providing all competitors are notified in advance of the "green flag" lap and will count for full championship points.
- 2.4.2** Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race.

2.5 START PROCEDURES

- 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.
- 2.5.2** The start will be via Standing Start
The minimum countdown procedures/audible warnings sequence shall be:

Signal	Instruction
1 minute	Start engines/Clear Grid
30 seconds	Be prepared for the start of the Green Flag/Pace lap
Green Flag	Compete one Green Flag/Pace Lap and return to grid position
5 Seconds	Grid is complete, prepare for start. The red lights will be switched on five seconds after the 5 second board is withdrawn and will be extinguished between 2 and 6 seconds later
Red Lights Off	Race start

2.5.3 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.

2.5.4 Any car which fails to start, or falls to the back of the field behind the last car during the formation lap, and does not enter the pit road, must start the race behind the last line of the grid, must be stationary when the 5 second board is displayed, and must not retake their original grid position

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

2.6 SESSION RED FLAG

2.6.1 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 marshal 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 should not enter the Pits unless directed to do so and all cars in the pit lane during a red flag period must take any restart from the pit exit.

2.6.2 Case A

Less than 2 laps completed by race leader. The race will be null and void. The race will restart from the original grid positions. Competitors unable to take the restart will be replaced by reserves that will start from the back in reserve order. Gaps on the grid should not be closed up. The length of the restarted race shall be determined by the Clerk of the Course but under normal circumstances the race distance will be reduced by at least two laps.

2.6.3 Case B

More than 2 laps completed by the race leader but less than 75% of the total distance or duration. The race will restart from a grid set out by the finishing order of part 1. The result of the race will be the finishing order of part 2. The final result will not be aggregated. The length of the restarted race will be determined by the Clerk of the Course but under normal circumstances the remaining race distance will be the original distance, less the first part, less at least two laps.

2.6.4 Case C

If the race leader has completed more than 75% of the race distance or duration at the time of the stoppage, the race may not be restarted unless the Clerk of the Course deems it appropriate to restart the race. If the race is not restarted the results will be declared in accordance with MI GCR Appendix 40 Section 14.5.

2.6 RACE FINISHES

2.6.1 After taking the Chequered Flag drivers are required to:

- progressively and safely slow down,
- remain behind any competitors ahead of them,

- c) return to the Pit Lane Entrance/Paddock Entrance as instructed,
- d) comply with any directions given by Marshals or Officials,
- e) keep their helmets on and harnesses done up while on the circuit or in the pit lane,
- f) place their car into the Parc Fermé where it must remain until released by the Championship Eligibility Scrutineer or his deputy.
- g) Attend any podium presentation that may be required.

2.6.2 Parc Fermé conditions apply from the moment of taking the chequered flag until the time that the cars are released from Parc Fermé. Cars must not stop at the pit garage/paddock on the way to Parc Fermé. Team members are not permitted in the Parc Fermé area unless authorised by the Scrutineer or other Official.

2.6 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.

2.7 TIMING MODULES

All competitors must provide timing transponders to enable each competing vehicle to be timed. They should ensure that it is securely fitted in the approved bracket fitted in the designated place as indicated by the Chief Scrutineer or the Class Technical Liaison. This must be done prior to any practice or race. Transponder should be of the following type AMB260 and may be direct or battery powered.

2.8 CAMERAS

2.8.1 It is mandatory for all competitors to have video recording equipment fitted in their cars and operating during qualifying and racing. This must consist of at least one forward facing camera providing a reasonable view of circuit ahead (incorporating the steering wheel of the car) as would be expected to provide a representative driver's eye view.

2.8.2 All cameras must be in situ at the time the car is presented for pre-event scrutineering.

2.8.3 The choice of system is free, provided that playback is possible at the circuit by regular means, such as via a laptop PC, or by using equipment designed for the purpose provided by the competitor. Competitors must ensure that this equipment is recording during races and make the recorded footage available on request by the Clerk of the Course or his representatives. Failure to do so may lead to disciplinary measures by the Clerk of the Course and may prejudice their defence in the case of an incident. This request is not restricted to the single forward-facing camera mandated, but any additional video recording equipment utilised on the car.

2.8.4 Failure to comply with this regulation may result in a penalty being applied by the Clerk of the Course.

2.9 OPERATION OF THE SAFETY CAR

The Safety Car will be brought into operation and run in accordance with MI GCR Appendix 40 Section 12

2.10 NUMBERS AND DECALS

2.10.1 Both car and driver must meet the following requirements of livery during all practice, qualifying and races. Failure to comply shall incur a penalty.

2.10.2 All cars must be identified in accordance with MI GRC Appendix 6. In addition, the competition number must be displayed in the upper left of the windscreen and upper right of the rear side window.

- 2.10.3** Championship Sponsors' number panels and front windscreen headers may be supplied and must be fitted unaltered. The appropriate windscreen headers must be fitted to the top of the front and rear screen.
- 2.10.4** Championship Sponsors' decals must also be carried on each car. Specific locations on the vehicle are reserved for Championship sponsors as follows:
- windscreen sunstrip
 - front number plate
 - rear number plate
 - front wing panels (max area 450cm²)
 - rear quarter panels (max area 450cm²)
 - ICCR decal on A pillar
- Only one set of series decals will be supplied free of charge by the organisers.
- 2.10.5** Competitors will be responsible for providing Driver's Name decals; these must be applied to the rear side windows.
- 2.10.7** No advertising, colouring or obstructions may be added to any clear areas or glass other than those specified.

3 JUDICIAL PROCEDURES

3.1 Rounds

In accordance with current General Competition Rules and Appendices of Motorsport Ireland

3.2 Championship

In accordance with current General Competition Rules and Appendices of Motorsport Ireland

3.3 Additional Specific Championship Penalties

3.3.1 For an offence in a race where the offending driver is not classified, the Clerk of the course is entitled to impose a penalty of a grid position penalty in the next race/event.

3.3.2 A driver/competitor/entrant that is found in breach of the Technical Regulations will automatically have 20 championship points deducted from his existing championship points (even if this results in a negative total) in addition to any penalty applied under the MI GCRs.

3.3.3 Any driver found guilty of a driving offence which generates penalty points under MI GCR 150 will also have Championship points deducted proportionate with the severity of the points endorsement imposed. Any deduction of Championship points will double that of the associated race licence endorsement as shown below

Formal written reprimand	loss of 4 Championship points
Fine, time or place penalty	loss of 6 Championship points
Exclusion from heat or race	loss of 8 Championship points
Exclusion from the meeting	loss of 12 Championship points

3.3.4 In the event of any breach of the Regulations, The Championship Stewards, on referral of the matter by the Championship Principal, shall be entitled to impose additional penalties, including:

- a) refusal of part or all further race entries, or
- b) removal of all or any championship points scored by the competitor, or
- c) exclusion of the competitor from the championship

3.3.5 In order to maintain standards of conduct, the Organisers will monitor all Officials/Observers reports of adverse behaviour at race meetings. If any individual is included on such reports, they will receive written warning from the Organisers that his driving/behaviour is to be specifically observed at future race meetings. Any adverse reports during this period of observation may result in a referral to the Championship Stewards who shall be entitled to impose a penalty as defined in 3.3.2.

4 TECHNICAL REGULATIONS

4.1 INTRODUCTION

4.1.1 The following Technical Regulations are set out in accordance with the Motorsport Ireland specified format. It should be understood that if the following text does not clearly specify that you can do it you should work on the principal that you cannot.

4.1.2 It is the competitor's responsibility to ensure that their car complies with these Technical Regulations, as published by the Organisers, throughout official practice, qualifying, and races at all times.

4.2 GENERAL DESCRIPTION

4.2.1 The Irish Supercar Championship is for Competitors participating in vehicles designed by SHP Motorsport Ltd models, PJ20 Wildcat, RT2000 and T Car as amended by these Technical regulations in the following classes:

Class 1	Maximum of 280bhp at the flywheel as measured on the nominated rolling road
Class 2	Maximum of 230bhp at the flywheel as measured on the nominated rolling road
Invitation	At the discretion of the Organisers

4.2.2 The Nominated Rolling Road is located at:

Westward Engineering
Enfield Industrial Estate
Co. Meath
A83 DP11
Tel: 046 954 1622

4.2.2 Examination of Vehicles

4.2.2.1 The organisers (in addition to any other powers they may have under these Regulations) reserve the right before or after any race in the Championship to designate any one or more of the competing cars for special eligibility scrutineering. Upon such election being made, the competitor shall immediately place the car under the control of the Organisers and be deemed to have permitted all such scrutineering, examination and testing as the organisers may responsibly require to undertake. The organisers have the right to:

- a) Examine the car at the circuit for such period as they may reasonably require and take fuel and/or other samples and/or
- b) Retain the car for detailed examination at premises chosen by the organisers. If the organisers elect to retain the car, they shall make it available for collection by the competitor at least seven days prior to the qualification session for the next race in the Championship unless the car is found to be in breach of these regulations and/or
- c) Seal the car and its components in such a manner as they may choose and require the competitor at their own expense to present the car at any other premises chosen by the Organisers for detailed examination within a specified period and/or remove the car by transporter at no expense to the competitor to an appointed location. The competitor will be advised in writing of the time, date and location of the subsequent testing or eligibility examination.

4.2.2.2 The stripping of the engine or any required component will be undertaken by the competitor and/or mechanic/technician nominated by the competitor at the premises designated and overseen by a Motorsport Ireland licenced Scrutineer.

4.2.2.3 Competitors will be personally and solely responsible for ensuring that their cars comply with their registration details and with these regulations for each event at which they are entered. Failure to comply in either respect will be a breach of these regulations. Queries concerning eligibility should be referred in writing to the Organisers or the Eligibility Scrutineer at least seven days prior to an event entered, to permit a ruling in advance of any meeting at which it is intended to compete.

4.2.3 All cars must be presented for scrutiny in good condition, clean and tidy with any damage from a previous round removed or repaired. Any car which, in the opinion of the Chief Scrutineer, does not meet with these requirements will be excluded from the event.

4.3 SAFETY REQUIREMENTS

4.3.1 All cars must comply with these Technical Regulations, in addition to the safety requirements as listed in MI GCR Appendix 2 of the current MI Yearbook.

4.3.2 Vehicles which do not have a Homologated or ASN Certified ROPS will require a cage fabricated in compliance with FIA Appendix J 253 and in accordance with MI GCR Appendix 2 Section 16.

4.3.3 A safety harness (minimum 5 point) in accordance with MI Regulations Appendix 2 Section 7.2 must be fitted

4.3.4 A currently FIA Homologated Driver's seat in good condition must be used and fitted in accordance with MI Regulation Appendix 2.

4.3.5 Drivers must wear overalls as well as gloves, long underwear, a balaclava, socks and shoes/boots homologated to the FIA 8856-2018 standard, as detailed in FIA Appendix L Chapter III Article 2. See MI GRC Appendix 2 Section 23.

4.3.6 It is mandatory to use a plumbed in fire extinguisher in accordance with MI Regulation Appendix 2 Section 6.1.

4.3.7 Safety helmet must be to the standard specified in MI GRC Appendix 2 Section 17 and must incorporate an FIA approved FHR device fitted in accordance with FIA Regulations.

4.3.8 Vehicles must be equipped with an externally operated circuit breaker as per MI GRC Appendix 2 Section 22 of the current MI yearbook. The circuit breaker must be operable when the driver is normally seated irrespective of whether a safety harness is worn or not.

4.3.9 The car must be fitted with towing points front and rear. It is only permissible to use a strap to connect to the existing towing eye mounting point on the cars to avoid damage in a contact situation. Where a solid bracket is used, the towing eye must not protrude beyond the bodywork of the vehicle. See MI GRC Appendix 2 Section 21.

4.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS

4.4.1 The Organiser reserves the right to use any means necessary to balance car performance in the interest of fair competition.

4.4.2 All vehicles must have a Competition Car Log Book in accordance with MI GRC Appendix 2 Section 27.

4.5 CHASSIS

4.5.1 The only chassis permitted is that supplied under license from SHP Motorsport Ltd specifically chassis type PJ20 Wildcat chassis numbers from 01 through to 66. SHP Motorsport Ltd chassis plates must be fitted to chassis.

4.5.2 The vehicle concept and design must not be changed in any way or form without written consent from the Organisers. No material may be added or removed. All relevant brackets must be retained in their original positions with no extension or adaptors to allow for different applications. The brackets are to be used as originally intended.

- 4.5.3 A sump guard may be fitted under the sump only. It must be fitted tightly to the chassis rails and have no gaps. No aerodynamic devices may be fitted to the vehicle whatsoever. This includes any areas under the line of the chassis rails.
- 4.5.4 It is not permitted to drill or cut any type of holes into any parts or the chassis or bracketing systems nor any components except for:
- the fitting of steering rack to reduce bump steer
 - the fitting of the steering column
- 4.5.5 It is permitted to weld a support bracket onto the rear bumper to support the new boot lid and spoiler assembly. It is permitted to fit support brackets to suit Ford Focus bodywork.
- 4.5.6 The front and rear bumper bar may be extended to allow for the current bodywork as per original mould. The extension may be no more than 170mm from the existing bumper frames. The tubing must be 25mm thick or less with a wall thickness of no more than 2mm (or 3mm if fabricated in aluminium).
- 4.5.7 The front track width is 1800mm. The rear track width 1765mm. The total wheelbase, centre to centre is 2413mm. This measurement is read from the side wall of the tyre at the point of contact to the ground.
- 4.5.8 The use of air jacks is permitted

4.6 BODYWORK

- 4.6.1 The only body kits allowed are original RT2000/T-Car and Ford Mondeo style and Ford Focus Style or any other bodywork in the shape, style, material and profile of the original. No panels may be bonded together to form one piece either at the front or rear. It is permitted to repair damaged bodywork.
- 4.6.2 Cooling ducts are fitted into the front panels. Radiator airduct Part No. CR27. These are allowed. Two NACA style ducts may be fitted to the bonnet to allow air out from the engine bay but cannot be used to ram charge engine intake system. One NACA style duct per side can be fitted to rear side panels to cool rear brake callipers. Front brake cooling hose can be fitted to apertures already fitted in front Mondeo style bumpers. No other holes are permitted in any other panels. It is permitted to fit openings in the windows for cooling and releasing the air pressure within the car.
- 4.6.3 The door panels must be fitted and cannot be modified from the original specification.
- 4.6.4 The fixed rear wing and brackets must be fitted as supplied but additional holes may be drilled to facilitate adjustment.
- 4.6.5 The windscreen must be fitted at all times in accordance with MI GCR Appendix 2 Section 19. It must be laminated in the case of original ford Sierra type and it is permissible for an electrically heated type to be used. It is also permitted to fit a polycarbonate front windscreen with anti-mist layers (as fitted in the original Dutch series) in the Ford Focus style body and fit air ducting to clear windscreen internally and the thickness must be no less than 5 mm.
- 4.6.6 The vehicle must be fitted with a windscreen wiper system which clears the required area to the front of the driver. It must be operational at all times.
- 4.6.7 The fitting of rear-view mirrors, one interior and one on each side externally is compulsory in accordance with MI GCR Appendix 2 Section 4.2.3.

4.7 ENGINE

- 4.7.1** Class 1 vehicles may use either a controlled Ford/Mazda Duratec engine as detailed in 4.7.3 but must comply with maximum BHP as per 4.2.1
- 4.7.2** Class 2 vehicles may use either a controlled Ford/Mazda Duratec engine as detailed in 4.7.3 with the modifications detailed in 4.7.3.3 but must comply with maximum BHP as per 4.2.1
- 4.7.3 Ford/Mazda Duratec 2 Litre Engine**
- 4.7.3.1** All components must be standard except for the modifications permitted in 4.7.3.2.
- 4.7.3.2** Inlet Valve size 36.00 mm Max.
 Exhaust Valve size 31.00 mm Max.
 Stem Diameter max. 5.48mm.
 Cam followers standard solid original Ford item.
 Up-rated Double valve springs allowed.
 Up-rated valve spring retainers are allowed.
 Camshaft kit part number DURBP300 manufactured by Piper cams with no modifications.
 Vernier style camshaft pulleys are allowed.
 Head porting is allowed
 Pistons Supertec part number (Supertec P4-DU875 / P4-DU880) max diameter 88mm
 Con Rods I Beam steel up-rated items are permitted but must be the same shape and dimension
 Crankshaft standard Ford / Mazda original item and crankshaft modified to take keyway to match Modified front pulley. Crankshaft may be balanced.
 Front crankshaft pulley can be standard OEM original item with keyway modification to suit modified standard pulley as per sample or aftermarket modified pulley as per sample.
 Flywheel TTV part number 0949 unmodified
 Clutch is single plate type.
 Injectors only Magnetti Marelli part Number IWP043 allowed.
 Throttle bodies Jenvey Direct to head.
 Exhaust manifold as supplied by Quinton Parks.
 Compression ratio is free.
- 4.7.3.3** Class 2 Vehicles only – standard engine and internal components but with controlled camshafts 2174/2175. The use of standard OEM con rods and pistons are allowed. Up-rated big end bolts are permitted. Standard rods and pistons up to 88 mm but must have controlled camshafts part number 2174/2175. Compression ratio is free. No cylinder head porting allowed on the Inlet ports and only minimal porting to exhaust port to remove the lip. The crankshaft, flywheel and clutch may be the same as in 4.7.3.2. Exhaust manifold must be standard. Inlet manifold plenum as T-Car specification.
- 4.7.4** The E.C.U make is free but it cannot have dual mapping or Launch control, Traction control or A.B.S activated and may be sealed by the Eligibility Scrutineer.
- 4.7.5** The engine and gearbox mountings are free.
- 4.7.6 Oil / water cooling**
 All radiators or cooling fluid retainers must be forward of the front bulkhead. The radiator may be made of steel or aluminium but must be mounted on the original production brackets welded into the chassis. This must be done without the use of adaptors. The radiator must be fitted to the cooling system or associated devices must be within the eternal of the engine bay.
- 4.7.7 Induction system**
 Air filters foam type must be used at all times.

4.8 SUSPENSION

- 4.8.1 All suspension arms must be used as supplied by SHP Motorsport Ltd chassis constructor.
- 4.8.2 The suspension components, including the axle configuration, pick up points, mounting brackets and the design of parts, cannot be modified in any way or form.
- 4.8.3 The front rose joints may be substituted for an exact copy in a different material specification. Lock nuts and suspension rubber bushes must remain a standard size. Rear suspension arm bushes, part no. Powerflex PFR 19-111 must be used. No rose joint or metal bushes allowed in rear suspension arms. Rear sub frame camber and track eccentric bolts are permitted.
- 4.8.4 Springs must be a single 2.25 ID but length and spring rates are free.
- 4.8.5 Anti-roll bars must be mounted in the same position as manufactured by SHP Motorsport Ltd using the same alloy blocks and the same adjusting system, but may be disconnected. No roll bars or shock absorbers may be adjustable from the driver's seat.
- 4.8.6 The only permitted shock absorbers are Gazmatic Part Number front S 1520 Rear GP8 4759 for all classes. Class 2 may also run Leda (Part No xxxxxx). These must not be revalved, restroked, have the oil changed or be modified in any way or form and Class 1 must carry class seal as supplied by the manufacturer. If shocks are found to be non-compliant with the class technical regulations the competitor will lose all championship points to date.
- 4.8.7 Ride height is free.

4.9 TRANSMISSIONS

- 4.9.1 Class 1 cars can use any of the gearboxes in 4.9.3 below.
- 4.9.2 The only gearboxes permitted in Class 2 are the Ford Type 9 and Sellholm MT47000 options in 4.9.3 below.
- 4.9.3 Quaife 26Z 6 speed / sierra sequential gearbox or the Quaife Ford Type 9 five speed manual with straight cut gears with following ratios: Drenth DG350 OR DG 400. All sequential must be in class1

Quaife 26Z 6 Spd		Sellholm MT47000		Ford Type 9		Drenth DG350		Drenth DG400	
1 st	2.647	1 st	2.19	1 st	2.390	1 st	2.605	1 st	2.604
2 nd	2.120	2 nd	1.51	2 nd	1.5406	2 nd	2.015	2 nd	2.015
3 rd	1.618	3 rd	1.21	3 rd	1.2148	3 rd	1.620	3 rd	1.620
4 th	1.337	4 th	1.00	4 th	1.1	4 th	1.354	4 th	1.354
5 th	1.151	5 th	0.88	5 th	0.8715	5 th	1.153	5 th	1.136
6 th	1.000					6 th	1.0	6 th	1.0

- 4.9.4 The prop shaft must be steel type with a minimum size of 2.5" diameter and appropriate standard universal joints to suit.
- 4.9.5 No other additional electronics may be fitted within the engine management system, which would facilitate the engine to operate traction control. The flat shift function is allowed but cannot be configured or programmed to facilitate or assist with wheel spin reduction or traction control.
- 4.9.6 Transmission oil coolers are permitted

- 4.9.7** The only rear differential permitted is a 7" as fitted to a Ford Sierra. The differential must be located by the original links and pick ups. It is permitted to insert a removal section in the rear axel beam to facilitate prop shaft removal.
- 4.9.8** Limited slip differentials are allowed, but no drop gear type differentials are permitted.
- 4.9.9** Class 1 the only permitted final drive ratios are 3.92:1 (or if using 5 Speed H pattern gearbox 4.4:1).
- 4.9.10** Class 2 final drive ratio options either 4.4:1 or 3.92:1 but only with manual gearbox. No Sequential gearboxes allowed in Class 2 cars.
- 4.10 ELECTRICS**
- 4.10.1** The car must be fitted with the two front headlights and indicator lamps as fitted to Ford Mondeo 2002 to 2008 model. In the case of Ford Focus Style bodywork, the Ford Focus lamps must be fitted.
- 4.10.2** It must be fitted with two rear light clusters as fitted to Ford Mondeo 2002 to 2008 model or Ford Focus Model. The brake lights must be working. The rain light in accordance with MI GCR Appendix 2 Section 2.2 must work and be on the rear lamp cluster.
- 4.10.3** LED / digital dashes and data logging systems are acceptable.
- 4.10.4** A facility to record lap times is permitted to be fitted to the car.
- 4.10.5** The use of any two- or one-way radios or any data communication devices either by driver or car or team is expressly forbidden.
- 4.11 BRAKES**
- 4.11.1** Front brake calliper is Willwood four pot Superlite part no. 120-3194 (1.38) RLH or 120-11128 and Willwood Ultralite 310mm disc thickness 20.6mm.
- 4.11.2** Rear brake calliper is Willwood Powerelite 120-8724 or Dynalite/ dyna pro 2 piston calliper as per original t car as fitted by SHP Engineering.
- 4.11.3** It is permitted to fit 10mm thick support brackets to the rear callipers.
- 4.11.4** Rear brake disk must be solid. Lockheed Part No. bg2376-8pex dsk 123 as supplied by SHP Motorsport. No additional grooves or lightening of disk allowed.
- 4.11.5** The brake pad is free.
- 4.11.6** No form of handbrake is permitted on the vehicle
- 4.11.7** Cooling of the front brakes by air is allowed.
- 4.12 WHEELS/STEERING**
- 4.12.1** The only permitted wheels are those manufactured by Compomotive Wheels and Team Dynamics Pro Race 1.2 as supplied by Rimstock
- 4.12.2** The dimensions of the wheels are 7" x 15" and may not be modified in any way or form.

- 4.12.3 It is permitted to fit a wheel spacer up to 10mm in size.
- 4.12.4 The only steering rack permitted is that supplied as original equipment. There may not be any additions made to it or any modification other than shim spacers between the jack mounting blocks and the chassis mounting.
- 4.12.5 The type of quick release steering wheel assembly is free and collapsible column spacers are acceptable.
- 4.12.6 Electric power assisted kit can be fitted to Steering Column but must meet MI safety requirements.
- 4.12.7 The fitting of steering wheels of different types / sizes / of sets is allowed as is collapsible columns adaptation.

4.13 TYRES

- 4.13.1 The only tyres permitted are Pirelli Slick 580/190/15 hard compound or Pirelli wet
- 4.13.2 A maximum of 4 new dry compound tyres to be used in a drivers first event and 2 new dry compound tyres only to be used in each subsequent event. Tyres must be fitted with identification numbers facing outward. Each class 2 competitor is limited to 10 x tyres per season.
- 4.13.3 Competitors must submit a signed Tyre Declaration Form for the tyres they wish to use for each event and the relevant sticker numbers/barcodes prior to qualifying to the Organisers. Tyre markings may be checked after qualifying and racing and where a car has run a tyre with an incorrect marking, or with no marking, this will constitute a technical infringement.
- 4.13.4 The replacement of tyres nominated for the event and damaged beyond use is subject to the prior agreement of the Eligibility Scrutineer.
- 4.13.5 There is no limit on number of wet tyres that can be used.
- 4.13.6 Tyres may not be cut or altered in any way from that supplied by the manufacturer. No tyre may be buffed, trimmed, faced or by any mechanical or hand-held device whatsoever. Tyre warmers, space heaters or any similar devices for heating or softening the car compound are not permitted at any time. The use of any chemical mixture that is placed in the vicinity of or applied to the tyre that would restructure the compound of the tyre is also prohibited.

4.14 WEIGHTS

- 4.14.1 The minimum weight of a Class 1 car with the driver is 950kg.
- 4.14.2 The minimum weight of a Class 2 car with driver is 940kg.
- 4.14.3 Any ballast carried must be securely fixed, be capable of being sealed and be located in the front passenger footwell.

4.15 FUEL TANK/FUEL

- 4.15.1 Only fuel as defined in MI GRC Appendix 2 Section 28.2 may be used.
- 4.15.2 Oil containers withing the cockpit must be in a sealed firewall compartment.
- 4.15.2 The organisers reserved the right to introduce a control fuel/supplier and competitors will be notified by a Championship Bulletin.

4.16 SILENCING

4.16.1 The exhaust must exit at the rear of car.

4.16.2 Induction and exhaust noise levels must not be offensive to the public. The exhaust system must remain in place and in operation throughout the event. A silencer must be incorporated in the system. Organisers may exclude any vehicle with excessive noise.