

IRISH TOURING CARS CHAMPIONSHIP



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2023 SPORTING & TECHNICAL REGULATIONS



1. SPORTING REGULATIONS

1.1 TITLE AND JURISDICTION

The Irish Touring Cars Championship is administered and organised by the Mondello Park Sports Club (MPSC), 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: P013/23

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: Drew Furlong

1.2.3 Championship Registrar: TBA

1.2.5 Championship Eligibility Scrutineer: MI Panel

1.2.6 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 Entry into the Championship will be by invitation by the organisers

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. The Organisers reserved the right to close registration after 31st July.

- 1.4.2** The Registration fee is €250. 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. Championship numbers 1 to 10 inclusive shall be reserved for Class A drivers for use by the top ten drivers in the previous years' championship. The following numbers shall be reserved for Class B drivers for use by the top ten drivers in the previous years' championship: 11, 22, 33, 44, 55, 66, 77, 88, 99. All other numbers shall be allocated on a first come, first served basis. A driver may choose to change the number allocated to him/her to a preferred number, so long as the preferred number is available.
- 1.4.5** The Irish Touring Car Championship runs in **4** classes – Super Touring, Touring, ~~and~~ Production **and Honda Cup**. When registering, drivers must select which class to they wish to be entered in for the season. If a driver wishes to change class at any point in the season, they must write a formal request to the class organisers stating the reason why they wish to change. The class organisers decision as to whether to allow the change, or not, is final. If the change is granted, any championship points scored to date cannot be transferred to the other class.
- 1.4.6** Championship points will not be backdated and will only apply from the date the registration fee is paid
- 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	15/16 April	Mondello Park	MPSC
3 & 4	6/7 May	Bishopscourt	BARC
5 & 6	10/11 June	Mondello Park	MPSC
7 & 8	8/9 July	Mondello Park	MPSC
9 & 10	5/6 August	Anglesey	SMRC
11 & 12	9/10 September	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 2 points will be awarded to classified finishers per class for pole position and additional point to classified finishers per class for fastest lap in the race.
- 1.6.2** The totals from all qualifying rounds run will determine final championship points and positions.
- 1.6.3** Cars entered in the Invitation class are not eligible to score points in the championship or collect prizes or trophies.
- 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 Competitors must take part in the official Prize Giving ceremony.

1.7.2 All awards are to be provided by ITCC

1.7.3 Per Event

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

A Spirit of ITCC trophy will be awarded to the Driver or Team who displays outstanding levels of sportsmanship throughout each event. ITCC organisers will decide to whom the trophy will be awarded.

1.7.4 Championship

Trophies will be awarded to 1st, 2nd and 3rd in each class. An overall championship trophy will be awarded to the driver with the most points at the end of the season in Class A only.

1.7.5 Bonuses

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

1.7.6 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 Race 2 will be set by the finishing order of Race 1 with the top 8 cars reversed for Super Touring, Touring and Invitational Classes. This will also be the case for the Production Class with the top 8 cars reversed from the finishing order in Race 1.
- 2.3.4 Super Touring, Touring and Invitation classes shall form a single combined grid based solely on qualifying times. Production Class shall grid behind the combined Grid of Super Touring, Touring and Invitation classes.

2.4 RACES

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	Complete 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 the rear side window. If numbers cannot be placed on the rear side windows, they must be mounted as close to the front edge of the two front doors as possible.

- 2.10.3** The sponsor decals supplied by the ITCC will at all times take precedence with regard to the placement on cars. The main sponsor will be the only windscreen banner/sponsor allowed. In cases of dispute the Organiser's decision concerning the precise location of the Championship stickers will be final.
- 2.10.4** 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 screen.
- 2.10.5** Championship Sponsors' decals must also be carried on each car. Only one set of series decals will be supplied free of charge by the organisers.
- 2.10.6** Sponsor badges (maximum 3) must be displayed on Drivers' overalls in positions defined, if required, by the Organisers.

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 Class C (Production Class) Lap Time Barriers

3.3.1.1 A competitor competing in Class C (Production Class) may not exceed a specific lap time (known as a Lap Time Barrier) at any time during qualifying or a race. These Lap Time Barriers for each circuit are as follows:

	Lap Time Barrier
Mondello Park – National	1 min 4.5 sec
Mondello Park – International	2 min 2 sec

Should events take place at venues other than those listed above, Lap Time Barriers will be issued by Bulletin prior to the start of qualifying.

3.3.1.2 A competitor competing in Class C (Production Class) who exceeds the Lap Time Barrier will incur a penalty as follows:

- (a) Any competitor who breaks the Lap Time Barrier in qualifying will start at the back of the Production class grid. If more than one competitor breaks the Lap Time Barrier during the qualifying session, the first car to break the time will start from last position on the grid, then the second car to break the time will start in second last position and so on.
- (b) Any competitor that breaks the Lap Time Barrier time during the race will be given a 3 second time penalty for each time they break the Lap Time Barrier time.

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

3.3.2 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 position 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

3.3.2 In the event of any breach of the Regulations, The Championship Stewards, on referral of the matter by the Class 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

3.3.3 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 and it should be understood that, if it is not clearly specified that you can carry out a modification, then you should work on the principle 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 Touring Cars Championship is for Competitors participating in vehicles constructed by a major vehicle manufacturer and be currently or previously available as a factory OEM vehicle with factory seating capacity for at least 4 people in the following classes:

Class A	Super Touring	Normally aspirated cars over 2050cc and less than 6200cc All forced induction cars to a maximum of 4050cc
Class B	Touring	Normally aspirated cars upto 2050cc
Class C	Production	Subject to Lap Time Barriers as detailed in 3.3.1
Class H	Honda Cup	Honda vehicles conforming with these technical regulations

4.2.2 No tube frame/space frame vehicles or tube frame chassis extensions are permissible. The following vehicles are also eligible Mazda MX5, Honda S2000, Toyota MR2/MR-S.

4.2.3 Where a vehicle has been previously used for drifting (ie used in competition) and has had parts of its chassis/body removed and replaced with a tube frame for the purpose of hanging the body work on this will be deemed eligible once passed as safe by the Eligibility Scrutineer and noted in the Competition Car Log Book.

4.2.4 No convertible vehicles are permitted unless in accordance with Article 4.2.1

4.2.5 Touring cars from recognised FIA approved touring car series, such as BTCC, Seat SuperCopa, WTCC, S2000 chassis cars are ONLY permitted to race in the Invitation Class.

4.2.6 Examination of Vehicles

4.2.6.1 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.

- 4.2.6.2 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.
- 4.2.6.3 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 written ruling in advance of any meeting at which it is intended to compete.

4.3 SAFETY REQUIREMENTS

- 4.3.1 All cars must comply with these Technical Regulations, in addition to the safety requirements as listed in Appendix 2 of the current MI Yearbook.
- 4.3.2 A Safety Rollover Cage must be fitted in accordance with MI GCR Appendix 2 Section 16. Double or "X" Type door bars are Mandatory
- 4.3.3 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.
- 4.3.4 A Safety Harness complying with MI GCR Appendix 2 Section 7 must be fitted and in good condition.
- 4.3.5 Vehicles must be equipped with an externally and internally 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.
- 4.3.6 A FIA Homologated Driver's seat in good condition must be used and fitted in accordance with MI Regulation Appendix 2 Section 20.2.
- 4.3.7 Bonnet retaining pins and/or straps fitted in accordance with MI Regulation Appendix 2 Section 18 must be fitted on bonnet (not less than two) and tailgate (not less than two). The original locking mechanisms must be removed.
- 4.3.8 Towing eyes must be fitted at front and rear and be clearly visible painted in red or yellow and must have a red or yellow arrow pointing to the tow eyes. If a solid item they must not protrude beyond the bodywork of the car. It is recommended that wire or strap type towing eyes are used. See MI GRC Appendix 2 Section 21.
- 4.3.9 Drivers must wear current FIA homologated flame retardant overalls, underwear, socks, boots, balaclava and gloves. Flame retardant overalls must cover the arms to the wrists, the legs to the ankles and the torso to the neck during the competitive sections of the event. Clothing will remain valid for 5 years after the expiry date shown on the relevant FIA Technical List subject to being in adequate condition in accordance with MI GRC Appendix 2 Section 23.

4.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS

- 4.4.1 Where these regulations refer to the passenger compartment, or driver compartment, this refers to the whole of the interior of the vehicle – including the rear passenger area.
- 4.4.2 Vehicles must retain their original VIN (chassis number) and original plate, which must be clearly visible and readable. The VIN must be valid for the chassis it is attached to.
- 4.4.3 Vehicles appearance must remain similar to that of the original vehicle.
- 4.4.4 All vehicles must have a Competition Car Log Book in accordance with MI GRC Appendix 2 Section 27.

4.5 CHASSIS

- 4.5.1 Original floor and bulkhead must be retained and not modified. It is permitted to remove the spare wheel well and replace with a flat section of steel not less than the original panel thickness. This piece must be no more than 1000mm in any direction and no higher than the surrounding original floor.
- 4.5.2 For rear-wheel-drive cars, it is permitted to modify or replace the tunnel surrounding the gearbox to accommodate the install of an aftermarket gearbox. The modification to the tunnel for the install of the gearbox must not pass the rear of the gearbox.
- 4.5.3 The bulkhead between engine and driver's compartment must be sealed against the passage of flame or fluid
- 4.5.4 Strengthening of the suspended parts of the chassis and bodywork through the addition of parts and/or material is allowed under the following conditions:
- (a) The shape of the reinforcing part/material must follow the surface of the part to be reinforced, having a shape similar to it, and
 - (b) the following maximum thickness measured from the surface of the original part
 - 2mm for steel parts
 - 2 mm for aluminium alloy parts
- For bodywork parts, the reinforcing part/material must be on the area not visible from the outside. Stiffening ribs are allowed but the making of hollow sections are forbidden. The reinforcing part/material must not have any other function than that of reinforcement
- 4.5.5 There must be a firewall between the engine bay and the passenger compartment capable of preventing the passage of fire or liquid. Larger holes should be covered by metal plates or fibreglass. Smaller holes can be fitted with bolts, rivets, or fireproof mastic. If the standard bulkhead has no unfilled holes in it, then it is deemed a satisfactory firewall.
- 4.5.6 If the boot contains any of the fuel system, then it must be separated from the passenger compartment with a firewall.

4.6 BODYWORK

- 4.6.1 Pillars and roof must be metal. It is permitted to replace original panels with GRP and/or carbon fibre materials. The replacement panels must mirror the originals when viewed from a "side on" perspective. Flaring of arches is permitted.
- 4.6.2 The front windscreen must be laminated glass. If side windows are not laminated these must be covered by a shatterproof film in accordance with MI GCR Appendix 2 Section 19.2. All side windows may be replaced with lexan materials in accordance with MI GCR Appendix 2 Section 19.3. Where polycarbonate is used the window must be securely held in place.
- 4.6.3 It is permitted to remove the dashboard and replace it with a bespoke design dash.
- 4.6.4 It is permitted to modify, lighten or exchange the doors for GRP and/or carbon fibre units. In such a scenario the roll cage must consist of dual side impact bars.
- 4.6.5 Any additional equipment inside or outside the vehicle including electrical equipment must be securely mounted in place.
- 4.6.6 All doors, boot lids, bonnets and exterior openings must be serviceable from the outside. Door handles and locking systems must be operational at all times from the exterior of the vehicle. **Bonnet and boot lid struts/supports must be fitted, unless the bonnet or boot lid is removable via pins/catches.**

- 4.6.7 All bodywork must be secure and attached to the vehicle.
- 4.6.8 The driver's side window can be lowered, but a mandatory window net must be used as per MI GCR Appendix 2 Section 24.
- 4.6.9 The minimum ride height is 50mm, measured from the lowest point on the car to the ground. Cars must be able to pass over a measured item without any part of the car making contact.

4.7 ENGINE

- 4.7.1 It is permitted to fit an alternative engine to the vehicle provided it complies with Regulations 4.7.2 to 4.7.6.
- 4.7.2 **Super Touring Class:** Cars over 2050cc Normally Aspirated and all Forced Induction cars. A maximum of 6200cc is permitted for normally aspirated cars. A maximum of 4050cc is permitted for forced induction cars. All other modifications are free.
- 4.7.3 **Touring Class:** Max of 2050cc Normally aspirated. All other modifications are free.
- 4.7.4 **Production Class :** Engine size is free. This class is subject to a Lap Time Barrier as detailed in 3.3.1.

4.7.5 **Honda Class: Only the following engines may be used:**

B16B	1650cc
B16A	1650cc
B18C	1850cc
B18C1	1850cc
B18A	1850cc
B20	2050cc
F20c	2050cc
H22A	2250cc
K20A	2050cc
K20A2	2050cc
K20A3	2050cc
K20Z4	2050cc

Over boring of the original block is permitted to a maximum of 0.5mm to facilitate the rebuilding of engines. For F20C engines it is permitted to fit a Dry liner to the bore in order to facilitate the rebuilding of the block due to Nikaseal Bores.

Connecting Rods: Material or manufacturer is free but the stroke must remain standard.

Crankshaft: Must be a standard Honda part relevant to the engine being used

Camshafts may be changed once no machining of the head is required in order to install the parts.

Valves: free

- 4.7.6 ECU is free for all classes.
- 4.7.7 **Location**
The engine must be installed in the original engine compartment and the crankshaft axis must be retained in the original orientation. Engine must be located in front of the driver's feet/pedals, unless permitted in section 4.2.1.
- 4.7.8 Air Intake - Free for all classes
- 4.7.9 Oil/Water Cooling - Free
- 4.7.10 Ignition Systems - Free

- 4.7.11 Fuel delivery systems - Free
- 4.7.12 Catch tanks for oil and water must be installed and securely fastened with the contents easily visible on inspection.
- 4.7.13 The throttle mechanism must be in good condition and have an effective return spring. It is recommended to fit an additional return spring to the throttle mechanism.
- 4.7.14 Use of power aids such as turbo or superchargers are permitted but no nitrous oxide systems are allowed
- 4.7.15 Motorcycle engines are not permitted.

4.7.16 Intake Manifold & Air Filtration
Super Touring Classes: Free
Honda Cup: No ITBs

4.8 SUSPENSION

- 4.8.1 Suspension construction is free. Bushing material is free. The use of Rose Joint type is also permitted.
- 4.8.2 Suspension Damper construction is free for all classes.
- 4.8.3 It is permitted to fit additional triangulation and bracing of suspension turret/mounting points, as long as the modifications do not alter the appearance of the vehicle.
- 4.8.3 **Super Touring & Touring Class**
- 4.8.3.1 It is permissible to move suspension pick up points on the chassis from their original manufactured position, but by no more than 25mm in any direction.
- 4.8.3.2 For Super Touring Classes only: It is permissible to change the rear suspension of a vehicle, originally equipped with either a torsion bar or solid rear beam type rear axle to that of an independent rear suspension system.
- 4.8.4 **Production Class**
- 4.8.4.1 It is not permitted to change or replace suspension sub frames or move suspension arm pickup points.
- 4.8.4.2 It is permitted to fit camber adjustable suspension arms or adjustable damper top mounts.
- 4.8.4.3 Height adjustable Coil-over type dampers and springs are free.

4.8.5 **Honda Cup**

4.8.5.1 It is permitted to move suspension pickup points but not more than 25mm from the original point.

4.8.5.2 It is permitted to fit camber adjustable arms or adjustable damper top mounts.

4.9 TRANSMISSIONS

- 4.9.1 Transmission for all classes is free
- 4.9.2 **Honda Cup: H-Pattern gear shift only. No sequential gearboxes are permitted. Gear ratios and final drive ratios are free.**
- 4.9.2 Four-wheel drive vehicles are not permitted. It is permissible to convert what was originally a manufacturer supplied four-wheel drive car to run in two-wheel drive. Where this is done a maximum of two driveshafts to wheels are permitted, whether active or not.
- 4.9.3 It is NOT permitted to convert a front wheel drive car to rear wheel drive, or vice versa.

4.10 ELECTRICS

4.10.1 At least two brake lights, front wipers and high intensity rear fog/rain light must be in good working condition. It is recommended that a third high level brake light is fitted. Headlight glass must be protected against breakage by tape or security film.

4.10.2 Batteries must be securely mounted, and all connections must be in a serviceable and clean condition. Positive terminals should be insulated. Batteries housed in the driver's compartment must be a Gel Type Battery and securely mounted with at least 6 bolts.

4.10.3 All cars must have head lights fitted or a blank that mirrors the original item.

4.11 BRAKES

4.11.1 All brakes components are free with the exception of carbon discs and/or pads which may not be used.

4.11.2 The brake systems must be in good serviceable condition and no leaks of any kind are permitted.

4.11.3 An effective handbrake must be present, but the operating mechanism is free.

4.12 WHEELS/STEERING

4.12.1 No aluminium wheel studs are allowed

4.12.2 All steering components are free.

4.12.3 Steering wheel must be of continuous construction in either a circle or D shape

4.12.4 The vehicle steering lock mechanism must be removed.

4.13 TYRES

4.13.1 Tyres are free for all classes. (ie You can use whatever tyres you want!!)

4.13.2 **Honda Cup: Only Motorsport UK List 1B tyres may be used.**

4.14 WEIGHTS

4.14.1 Super Touring

Minimum weight including driver 850kg

4.14.2 Honda Cup

Minimum weight including driver:

B16B	1650cc	900kg
B16A	1650cc	900kg
B18C	1850cc	950kg
B18C1	1850cc	950kg
B18A	1850cc	950kg
B20	2050cc	1100kg
F20c	2050cc	1100kg
H22A	2250cc	1000kg
K20A	2050cc	1050kg
K20A2	2050cc	1050kg
K20A3	2050cc	1050kg

K20Z4 2050cc 1050kg

All cars must carry a championship sticker showing their minimum weight.

4.14.3 **Honda Cup Success Ballast**

4.14.3.1 The weight of the top 3 finishers at the first round will be recorded and will be required to carry Success ballast for round 2. The minimum weight of these cars at the end of round 2 must be at least their finishing weight at the end of round 1 plus any additional Success Ballast.

4.14.3.2 The top 3 in Championship points will be required to carry Success Ballast for qualifying and race 1 at the next event. The ballast must be added to the finishing weight from the previous race. This is irrespective of the minimum weight for the car not being achieved.

4.14.2.3 The top 3 finishers in Race 1 will carry the Success Ballast for Race 2. The minimum weight of these cars at the end of round 2 must be at least their finishing weight at the end of Race 1 plus any additional Success Ballast.

4.14.2.4 Ballast as per finishing order/championship position is as follows:

1st 60kg

2nd 45kg

3rd 35kg

4.14.2.5 The organisers reserve the right to alter the weight of any success ballast

4.14.2.6 Success ballast must be carried and securely fastened in the 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 All fuel lines must be securely fastened at intervals of no more than 100mm throughout its length.

4.15.3 The fuel-line can be run through the car, but it must be a continuous (unbroken) metal pipe or braided hose and must be fitted on the passenger side of the vehicle. All other parts of the fuel system must have a firewall between the driver and equipment. The firewall must be sealed to prevent passage of fluids and fire.

4.15.4 All fuel lines and filling devices must be clean and sealed after vehicles are fuelled to ensure no fuel can escape.

4.15.5 The original OEM fuel tank is permitted, but it is also permissible to change this to an approved racing fuel tank. Dry break and bobble breathing systems from recognised manufacturers are permitted. If the fuel tank is housed within the driver's compartment it must be protected by a firewall.

4.15.6 The fuel tank filler neck should have a spillage collector that drains to the outside of the car.

4.15.7 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 Vehicles must retain an exhaust system, complete with a silencer, which must be capable of passing a static 105db noise test, with the engine running at 2/3rd of the maximum rpm of the engine.

4.16.2 Side exit exhausts are permitted.

4.16.3 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.