

2024 RACE OF REMEMBRANCE SPORTING & TECHNICAL REGULATIONS

1. Title & Jurisdiction

The British Racing & Sports Car Club (BRSCC) will organise the 2024 Race of Remembrance Production Car 12 Hour (+ 1 Lap) Endurance Race at Anglesey on the International Circuit (2.10 miles) on the 8th – 10th November 2024 under Motorsport UK Permit No(s) **200227**. The meeting will be held under the General Regulations of Motorsport UK (MSUK) (incorporating the provisions of the International Sporting Code of the FIA) and these Supplementary Regulations and any ASR's or written instructions the organisers may issue for the event.

Please read the Final Instructions or subsequent bulletins issued to you for these events. The organisers reserve the right to postpone, abandon or cancel the meeting or any part thereof. In this event the competitor or entrant has no right to claim against the organisers in respect of any loss or expense they may thereby incur. The Organisers reserves the right to issue race bulletins amending or clarifying these Regulations. It is a condition of entry into the race that all competitors, teams, team members & persons associated with any of the above agree to be bound by these regulations including any amendments, variations or statements relating thereto.

2. Organisation/Event Officials

Officials will be advised in the Final Instructions

The members of the ROR Race Committee are:

James Cameron
 Andy Brown
 Drew Furlong
[Luke Souch](#)

3. Competitor Eligibility

3.1 All Drivers/Entrant Drivers must be in possession of

- (a) Be current members of BRSCC, BARC, 750MC, 360MRC, CSCC, MSVR, HSCC, MGCC or other invited clubs
- (b) a valid Motorsport UK Race Club licence, *as a minimum*
- (c) Or be in possession of the highest grade of National Race Licence or valid FIA International Licence, together with ASN's written consent ((H) 26.2 and FIA ISC Article 2.3.7b applies).
- (d) If participation in the event 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 the school in order to fulfil entry to the event. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.

3.2 Entrants must be in possession of a valid Entrants Licence. If competing as a team and a valid entrants licence is not present, then the first driver will be deemed as the Entrant and responsible for the entry.

4. Eligible Vehicles

4.1 All vehicles must be derived from series production cars, that have been available for sale in the EU, and been subject to a minimum production run of 500 units.

4.2 All entries must declare to what Motorsport UK registered Championship/Series Regulations their vehicle will comply throughout the whole competition. Where there is a conflict between their normal Championship/Series and the Technical regulations within these Supplementary Regulations, these Supplementary Regulations shall supersede them.

4.3 All Teams will compete in either Heroes Trophy (max one car per Team) or Relay Trophy (max 6 cars per Team). The classes are categorised according to bhp/tonne. The bhp is measured at the flywheel and the weight is excluding driver.

Class A	Up to 85 bhp/tonne
Class B	From 86 to 140 bhp/tonne
Class C	From 141 to 180 bhp/tonne
Class D	From 181 to 250 bhp/tonne
Class Inv	Invitation Class (by invitation of the ROR Race Committee only)
Class R	Relay Class (a maximum of 250 bhp/tonne)

In addition to the above classes, the below series specific classes will be included (Subject to a minimum of 5 entries for each class. See Art. 4.4):

Class AC1 Cars conforming with the 2024 C1 Racing Series Regulations

Class ACC	Cars conforming with the 2024 BRSCC City Car Cup Regulations
Class BMW	Cars conforming with the 2024 BMW 116 Trophy Regulations

Please note – no entry from invitation or relay class can win the Race of Remembrance.

4.4 Bespoke or Championship/Series Classes

The organisers reserve the right to create additional classes should they receive sufficient entries of a similar type of vehicle or from competitors wishing to form a bespoke class for example, from an existing championship or series. There must be a minimum of 5 cars to create a bespoke class and the entrants must consent to the car competing within that class. Should the class be created, and the entrants all agree, the participants of that class may still compete for and if successful win The Heroes Trophy. Competitors can only compete in one class. If the class is from an existing championship or series then the rules of that championship or series may be applied in respect of eligibility for that series or championship inclusive of but not limited to, such things as control tyres requirements and/or ECU requirements. Alternatively, the organisers reserve the right to add/delete/amalgamate a class should sufficient entries not be received.

4.5 The organisers reserve the right to reclassify a car into another higher or lower class depending on qualification, practice and race lap times

4.6 Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout qualifying and racing. Please note that the organisers reserve the right to check the eligibility of a vehicle at ANY time during the event.

5. Event Format

5.1 There will be one race for the Heroes Trophy and the Relay Trophy, the object being to complete as many laps as possible in 12 hours (plus 1 lap) using only the car(s) and drivers entered in the Team. Teams using a maximum of one car for the event will be eligible to compete for the Heroes Trophy. Teams using more than one car (maximum six cars) will be eligible to compete for the Relay Trophy. Cars may go out [in the correct session] any number of times and in any order. The Overall Winner of the Race of Remembrance will be the Heroes Trophy Team who completes the most laps during the race duration.

5.2 The organisers reserve the right to allow additional relay cars in a Team, but it will be entirely at their discretion.

5.3 The Race will start on Saturday the 9th of November 2024 at 15:00hrs. The race will be suspended by the use of a red & white chequered flag being displayed to the race leader the first time they pass the Finish Line after the scheduled time for Part 1 of the race, this following the deployment of the Safety Car to control the field and lead them into the pit lane at the end of Part 1. All vehicles must slow down after taking the red & white chequered flag, reduce speed, not overtake and proceed to the pits. The race will restart behind the Safety Car at 09:00hrs on Sunday 10th November with the grid being formed in the order the cars finished part 1 of the race. The Race will again be suspended on Sunday, 10th November from 10:30hrs to 11:30hrs with the red & white chequered flag being displayed to the race leader the first time they pass the Finish Line after 10:30hrs, this following the deployment of the Safety Car to control the field. All vehicles must slow down after taking the red & white chequered, and the field must form a train behind the safety car who will lead the cars around to the grid (overtaking is not permitted) with cars stopping on the start/finish straight under Parc Fermé conditions. Following completion of the Remembrance Service, the race will resume behind the safety car for a safety car restart. The chequered flag will be displayed to the race leader the first time they pass the Finish Line after the final part of the full 12 hour + 1 Lap duration has elapsed. Results and time gaps at the end of Part 1 and Part 2 of the race will be carried forward to the subsequent part of the race, until the final results are published after Part 3, which will be considered the results for the Race of Remembrance.

5.4 Red & White Chequered

The Race of Remembrance will take place over the course of 12 hours + 1 lap, and in three scheduled parts. The end of Parts ONE and TWO will be signalled by the use of a Red & White Chequered Flag which will be shown to the leader [then all other cars] the first time they pass the start/finish line after the time for that scheduled part has elapsed. The showing of this flag will be considered an instruction from the Clerk of the Course to all competitors to cease racing, stop overtaking and to comply with 5.3 of these regulations.

5.5 On the restart of the suspended race as detailed in 5.3, the race duration time will recommence at the start of each green flag lap.

6. Entries

6.1 Entries open on publication of these Supplementary Regulations and must be received before 31st October 2024. Entries received after this date may be considered up to the final closing date three days before the event, in accordance with Motorsport UK General Regulation D20.1.

6.2 Entry Fees: £2,900 per team.

6.3 The number of Teams permitted to race is 63. In the event that the race is oversubscribed, the organisers reserve the right to accept reserves up to a maximum of 20% of that permitted to start the race. Reserves shall be determined in the order that the full entry fee is received (those competitors who agree to pay the entry fee by instalments shall be treated for the purposes of reserves as if their full payment has

been received on the date of the first instalment has been received provided that all subsequent instalments are paid by the agreed due date). However, any team eligible for the Heroes Trophy and has entered prior to 7th October 2024 will take preference over a Relay Team.

- 6.4 If a competitor enters the race and subsequently cancels, then any refund of deposit or entry paid [shall be in accordance with the published refund policy for the event.](#)
- 6.5 In the unlikely event of cancellation of the event, howsoever caused, it is clearly understood that there will be no refund of any monies paid to the organiser in relation to the event and the competitor acknowledges that neither BRSCC nor Mission Motorsport have any liability for any incurred expenses whether incurred directly or indirectly, which will not be reimbursed in any circumstances. Expenses for these purposes include any loss of income, profit or other financial implication such as expenses.
7. **Paddock**
Access times and a Paddock Plan will be provided with Final Instructions. Garage allocation will be set by the organisers in advance of the race meeting. No Changes to this allocation will be accepted without prior agreement of the organisers.
8. **Administration Checks/Signing On**
Competitors will not sign-on at the meeting having previously completed the electronic self-declaration form, however, competitors must bring all the appropriate documentation as spot checks will be made during the race meeting.
9. **Scrutineering**
- 9.1 Pre-event Scrutineering will take place on Friday in accordance with the times set out in the final instructions and/or published timetable for the event. It is the responsibility of the competitor to ensure the vehicle and drivers equipment is compliant with the relevant Motorsport UK regulations.
- 9.2 Any car which, after having passed scrutineering, is subsequently damaged must be re-presented after repair to a scrutineer for approval in order to continue any track activity. It is the team's sole responsibility to re-present the car in accordance with the above.
- 9.3 Driver's equipment must be in compliance with Motorsport UK requirements as set out in the current MSUK Yearbook (including any subsequent bulletin issued by Motorsport UK). Any clothing/helmets/FHR failing to meet this requirement will be retained by the Scrutineers and only returned at the end of the race meeting.
- 9.4 Noise scrutineering will take place prior to the first qualifying session on Saturday outside the Assembly Area. Cars that have not been tested/failed testing will not be allowed onto the circuit. It is the team's responsibility to make sure that the race car has been noise tested for the event. A static test will be used complying with MSUK regulation [J 5.18].
10. **Briefings**
Drivers' briefings will be conducted in accordance with the final instructions for the event.
11. **Qualifying/Grids**
- 11.1 Only cars having successfully passed scrutineering, including noise checks, will be allowed to take part in the Qualifying session. Each driver must complete a minimum of 3 laps in **both** the day and night qualifying sessions, [subject to the provisions allowed by NCR O.12.4.](#)
- 11.2 Qualifying sessions will be as per the timetable and may be driver number specific please make sure you read/are aware of the timings. It is the team/driver's responsibility to make sure they have read and understood what session they are in and when that session will take place.
- 11.3 The grid for the race will be in the order of the fastest time set by the Team during daylight qualifying.
12. **Race Start**
The starting grid will be set up as per the grid issued by the race organisers. There will be one starting group made up of the maximum number of cars permitted for the circuit. The start will be a rolling start. Any car arriving later than 5 minutes after the assembly time will start from the Pitlane on the first racing lap.
- 12.1 Start Drivers - The Secretary of the Meeting must be informed of the nominated start driver for the race at least 2 hours before the scheduled start time.
13. **Race Stops & Race Suspension**
- 13.1 Although the race will have the facility for Safety Car intervention the following is the procedure for practice and the race if the circumstances preclude the use of a Safety Car (e.g. blocked circuit).
- 13.2 Should the need arise to stop any race or qualifying, Red Lights and Flags will be shown on at the Start Line and Signalling Points around the Circuit. In the case of inclement weather (e.g. Fog), the race may be suspended until advised by the Clerk of the Course.

- 13.3** This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace in the knowledge that timing has ceased and that the circuit may be blocked. Competitors should return either to the Pits during practice or to the starting grid area during racing. Cars may not enter the Pits during racing unless directed to do so by officials. The grid will be declared Parc Ferme and all work in the Pits must cease until the race is restarted
- 14. Safety Car Procedure**
The Safety Car will be brought into operation and run in accordance with Section Q, Appendix 3 of the Motorsport UK General Regulations. The Safety Car will join the circuit from the pit lane exit and will exit the circuit via the pit lane entrance.
- 15. Pits/Pitstops/Pitlane Safety**
- 15.1** The time in the Pit for pitstops involving any of the following activities must be a minimum of 4 minutes from pit lane entrance line to pit exit line:
- Refuelling
 - Change of Driver
 - Change of Vehicle in the case of Relay Team
- Each team must complete a minimum of 6 pit stops of 4 minutes minimum duration each or more during the race. Pit stops will be timed from pit lane entrance line to pit exit line.
- 15.2** The speed limit for the Pits is 40kph (27mph). Contravention of this speed limit will lead to Stop/Go penalties (See Infringements). Any team re-offending may incur further penalties up to and including disqualification from the event. It is not permitted for a car to reverse in the pit lane under its own power. Should any need arise to reverse then the car must be pushed into position. Reversing a car under its own power is considered dangerous and penalties will reflect that.
- 15.3** The maximum number of people working on the car is in accordance with Motorsport UK General Regulation Q9.1.4(iv).
- 15.4** Pit signalling on the pit wall is limited to two team personnel for the purpose of signalling and the Team Manager (i.e. 3). The pit wall is the only place where signalling to drivers is permitted unless using Pit to car Radio.
- 15.5** A Hi-Viz jacket/tabard must be worn at all times (except team members whilst refuelling) whilst in the pitlane or on the pit wall.
- 15.6** No persons under the age of 16 years are permitted in the pit area. This includes the pitlane and the pit wall. It is the Teams responsibility to ensure compliance with this regulation.
- 15.7** No naked flames, no smoking or cooking are allowed in the pit garages.
- 15.8** When making a pit stop, cars must stop at a 45-degree angle on the pit apron area facing their allocated pit garage. On completion of a pit stop it is not permitted for the car to reverse back into the pit lane under its own power. This must only be done by pit crew manually pushing and guiding the car whilst the driver is in full control of the vehicle from the driver's seat.
- 16. Fuel/ Refuelling/Fuel Storage**
No refuelling is allowed in any garage. This includes to the car and also to the relevant dump/fuel churn – penalties for failure to comply will result in additional laps and for repeated offences disqualification
- 16.1** The organisers reserve the right to appoint a Nominated Fuel Supplier for the event and will be notified by Bulletin. In event of a Nominated Fuel Supplier being appointed, only fuel distributed by that supplier may be used at the event, from the commencement of qualifying until the end of the race on Sunday.
- 16.2** No refuelling may take place 15 minutes before the time the race is suspended on Sunday for the Remembrance Service.
- 16.3** During all sessions, be it qualifying or racing, all Teams must refuel in the pit lane **not the garages**. All Teams not in the Garages may only be refuelled at their designated pit stop area, the circuit fuel station or designated fuel-refuelling area located on the paddock map. Cars may only be refuelled using Tuff jugs or dump churns using a Dry Break system, with no more than a 25 litre capacity and equipped with a self-seal connection. Manual pumps, such as rotary hand pumps, are not permitted. All refuelling must be carried out in accordance with Motorsport UK Regulation [Q 12.25].
- (i) The driver must be out of the car and the engine must be stopped
 - (ii) The car must be earthed whilst they are being refuelled
 - (iii) No work may be carried out on the car whilst refuelling is taking place
 - (iv) It is recommended that any work is carried out prior to refuelling the car thereby allowing hot areas e.g. brakes, to cool before refuelling takes place.
 - (v) The Team shall ensure that throughout refuelling one person shall stand by the car with a fire extinguisher at the ready.

The fire extinguisher must be a fire extinguisher with a minimum capacity of 6 litres suitable for extinguishing a petroleum fire.

- (vi) Any personnel refuelling the vehicle or on standby with a fire extinguisher during a pitstop must wear a safety suit in accordance with Motorsport UK Regulation [K 9] and fire resistant balaclava and gloves in accordance with FIA Regulations, and goggles must be worn over the eyes or a full face helmet with visor in the down position which must be demonstrably protective to the eyes of the wearer against the ingress of fuel.
 - (vii) It is not permitted to use circuit fire extinguishers for refuelling cover purposes. Teams must supply their own extinguishers.
- 16.4** The Team shall ensure that throughout any decanting or transferring of fuel, one person shall stand with a fire extinguisher at the ready. The fire extinguisher must have a minimum capacity of 6 litres suitable for extinguishing a petroleum fire. Any personnel decanting or transferring fuel or on standby with a fire extinguisher must wear a safety suit in accordance with Motorsport UK Regulation [K 9] and fire resistant balaclava and gloves in accordance with FIA Regulations, and goggles must be worn over the eyes or a full face helmet with visor in the down position which must be demonstrably protective to the eyes of the wearer against the ingress of fuel.
- 16.5** When a car is due to be refuelled the maximum amount of fuel which can be stored in the pit garage per competing car while waiting for it to return to the pits is **50 litres** and must be stored in Tuff Jugs or dump churns in accordance with MSUK Regulation [Q 12.25.3 and Q 12.25.4]. No fuel may be stored in the area directly behind the garages or in the pitlane.
- 17 Driving Time/Driver Changes**
- 17.1** The driver who finishes the race on Saturday must start the race on Sunday except with the authorisation of the Clerk of the Course. The driver who is in the car prior to the suspension of the race on Sunday for the Remembrance Service must be in the car when the race is restarted, except with the authorisation of the Clerk of the Course.
- 17.2** Competitors are reminded that disabled drivers must display [the FIA Non-Ambulant Logo](#) in accordance with MSUK Regulation [H 12.1.7] whilst they are in the car. This [logo](#) needs to be covered when an abled bodied driver is in the car.
- 17.3** A driver may not drive for more than 3 hours in any five-hour period (of the 24hr clock, not the race time). Any one driver must not exceed 60% of the scheduled race. This applies irrespective of the number of cars a driver drives during the event. Driving time is defined as the time from when the driver leaves their allocated pit garage to when they return to it. It does not include any time the car is stationary at its allocated pit garage or when the race is suspended between each part. Should a car require recovery from the circuit, the driving time will be deemed to have ended when Race Control request the Breakdown Crew to recover the car, unless the car subsequently returns to its allocated Pit Garage under its own power.
- 17.4** A car may only be driven by the correctly nominated driver for that car. Any change of entries during the race is prohibited.
- 18. Repairs & Maintenance**
- Any repairs during the practice or the race may not be carried out on the track. Assistance may only be given at the pits and in the paddock. Any car abandoned on the circuit will only be brought back to the paddock on the instructions of the Clerk of the Course. Cars [may](#) not be recovered back to the pits during the final 30 minutes of Part 3 of the race.
- 19. Race Finishes/Classification**
- 19.1** The chequered flag will be shown to the leading car the first time it crosses the finish line after scheduled race duration.
- 19.2** Speed must immediately be reduced after receiving the end-of-race signal and all marshals' instructions must be observed. It is prohibited to leave the pit lane to access the circuit once the chequered flag has been shown.
- 19.3** A Team will be classified as a finisher in accordance with Q.9.1.5 of the Motorsport UK General Regulations. The results will be declared based on the number of laps completed by each classified finisher. Where Teams have completed the same number of laps, their finishing order will be determined by the time taken to complete those laps with the shortest time taking precedence.
- 20. Parc Fermé and Final Scrutineering**
- All cars having crossed the finish line must follow the instructions of the marshals and proceed straight to the Parc Fermé where they will remain until the Clerk of the Course releases them. During that time, no work may be carried out on the cars. Any competitor failing to observe these instructions or removing their car from Parc Fermé before the Clerk of the Course orders their release will lose their right to be classified.

21. Infractions

INFRACTION	DURING PRACTICE	DURING RACE
Excess speed in pitlane	Clerk of the Course Discretion	Stop & Go for 2 seconds per kph over speed limit
Overtaking under a yellow flag	Clerk of the Course Discretion	Minimum Stop & Go for 30 seconds
Overtaking under Safety Car conditions	Clerk of the Course Discretion	Minimum Stop & Go for 30 seconds
Avoidable contact with another car	Clerk of the Course Discretion	Stop & Go for 30 seconds
Causing contact or collision	Clerk of the Course Discretion	Stop & Go for 30 seconds
Unsporting/aggressive driving	Clerk of the Course Discretion	Stop & Go for 30 seconds
Unsporting behaviour during meeting (to include outside racing)	In accordance with C 1.1.9	In accordance with C 1.1.9
Exceeding maximum drive time (Art 17.3)		by up to 5 minutes – 1 lap between 6 and 10 minutes – 2 laps etc. In the case of a driver driving two different cars, the penalty will be applied to the car they are driving at the time they exceed their driving time. The driver may also be subject to disqualification.
Parc Fermé infringement		5 lap penalty
Continuing to race after chequered flag	Grid penalty (up to 10)	5 lap penalty
Lights not working	Black Flag	Black Flag
False Start		Stop & Go
Failure to respect starting position or out of position on formation lap		Stop & Go
Wrong direction in pitlane	Clerk of the Course Discretion	Clerk of the Course Discretion
More than 3 laps under black flag without a pitstop	Grid Penalty	Minimum Stop & Go for 10 Minutes
Working on a car whilst refuelling	Clerk of the Course Discretion	Stop & Go for 30 seconds
Driver not out of car when refuelling	Clerk of the Course Discretion	Stop & Go for 30 seconds
All other refuelling infringements	Clerk of the Course Discretion	At discretion of the Clerk of the Course
Driving through HuTag sensor without scanning/getting green light	Clerk of the Course Discretion	Stop & Go
Less than 6 pitstops during the race		10 Laps for each pitstop below the requisite number
Not stopping for the correct amount of time for any pit stop		Stop & Go for amount of time short on pitstop x 2

For all other irregularities, sanctions are left to the discretion of the officials. For any irregularity, even one sanctioned via the above table, the Clerks of the Course are always empowered to award other or additional sanctions. The above table is a guideline for first time infringements at the event. Repetition of infringements by teams and/or individuals may be dealt with more severely. The Clerks of the Course are empowered to operate Stop and Go for any period that they consider appropriate to the offence (Be advised that speeding in the pit lane is a common mistake when taking a Stop and Go and leads to further sanctions).

22. Awards

All presentations will take place at the venue designated in the Final Instructions. Awards will be made as follows:

Class A, B, C, D, E, or any subsequent added class 1st in class - a trophy; 2nd and 3rd in class - a trophy subject to a minimum of 5 starters in that class.

Heroes Trophy – to the highest placed Team in Class A, B, C, or D or a subsequent bespoke class using only one car for the whole event

Relay Class – 1st, 2nd and 3rd place awards to the team of cars/drivers completing the combined most amount of laps

23. Vehicle Decals/Race Numbers/Lighting

23.1 Decals may be supplied by the Organisers and Mission Motorsport prior to the event. These must be fitted to the vehicle prior to presentation for scrutineering. Any vehicle without decals in place according to the Decal Plan as issued by the organisers may be disqualified. Competition numbers must be displayed in accordance with Motorsport UK Regulation [J 4] and be adequately illuminated in accordance with Motorsport UK Regulation [E 12.2.11] during the hours of darkness. Where teams are using more than one car in relay format, each car must display the same race number.

23.2 In order to fully comply with Art 23.1, all competing cars **must** apply EL Light Panels on both side doors/panels/rear side windows behind the race numbers so to ensure marshals are able to identify the car in the event on an incident during darkness. Should any car not comply with GR E12.2.11, or Art 23.2 of these regulations, the vehicle may be stopped from competing in the hours of darkness.

23.3 Competitors are reminded that all competing vehicles must have front and rear lighting, brake lights and direction indicator lights in working order – Motorsport UK Regulation [E 12.2.10]

23.4. Judicial Procedures

This event is run under the jurisdiction of Motorsport UK and all judicial procedures (including protests and appeals) will be as per the current Yearbook.

24. HuTags

The HuTag RFID system will be in operation at the event to record changes of driver/which driver is in the car. It will be mandatory for all drivers to have on their person a designated HuTag which must be scanned when exiting the pit lane (failure to do so may incur a penalty). The swapping or sharing of HuTags between drivers is forbidden. HuTags must be purchased from the organisers specifically for this event.

Appendix 1: Technical Regulations

This Event is for Production Saloon, Sports and GT Cars and closed wheel Kit and “Seven” style cars. In order to be defined as a production vehicle, the car must have been available for sale in the EU, and been subject to a minimum production run of 500 units.

Classes

Drivers must declare their vehicle power at the flywheel and vehicle weight at the time of entry. Drivers may be requested to take their vehicle (at their own expense) to one of the races designated rolling roads prior to participation where the car will be power tested in order to assess whether it is within the correct class limit. **Failure to comply will result in the rejection of entries.** Drivers may also be requested to take their vehicle (at their own expense) to one of the designated rolling roads after competing where the car will be power tested in order to assess compliance with the relevant class limits. **Failure to comply will result in disqualification.** The designated rolling road centres for the race will all use MAHA LPS 3000 or FPS 2700 equipment.

A list of designated locations can be found in Appendix 2 to these regulations.

The organisers decision on class is final.

Commercial vehicles are not permitted, unless invited by the RoR Race Committee. All cars within the invitation class are admitted at the organiser’s discretion if they are deemed to be within the “Spirit of the Event.” No vehicles regardless of class may run slick or full race wet tyres.

General

All cars must comply with the requirements of sections J and Q13 of the current Motorsport UK Yearbook. All vehicles must be of sound construction and mechanical condition and be well maintained. Cars must comply with the relevant sections of MSUK Regulations K. Roll cages must be as per MSUK blue book section K1. Driver and passenger door bars are mandatory.

Bodywork

Classes A to D and any subsequent specific added class. The original silhouette is to be retained from all angles. Non-original equipment, including aftermarket wings, spoilers, dive planes and splitters are not permitted except where permitted under their championship or series regulations.

Engine

Any production engine produced by any manufacturer may be fitted to the vehicle.

For vehicles competing in classes A, B, C, D, Inv, R, modifications to head and block are free but must be based on original standard parts. Crankshaft, connecting rods, pistons, valves, camshafts, and manifolds are all free. Cylinder capacity may be increased or decreased by modifying cylinder bore and/or piston stroke. Variable valve systems are permitted. ECU is free. Oil/water cooling is free. Ignition system is free. Fuel delivery is free. Motorcycle engines are not permitted.

Location: Engines must retain their original position and orientation within the car.

For any vehicle competing within a designated/bespoke class for a series/championship (i.e. ACC, AC1, BMW), engines must comply with the technical regulations of the respective series/championship.

Transmission

All Classes: Sequential gearboxes are not permitted

Tyres

All Classes: Cars are to run List 1A, List 1B or List 1C tyres during all official sessions. For cars running in Classes A, B, C, D, Inv, and R, any tyre from Lists 1 A/B/C may be used, however at all times all 4 fitted tyres must be of the same brand, type and pattern. For cars running within Classes which specify adherence to relevant championship or series technical regulations, tyres must be the control tyres as specified within those regulations, the only exception being that List 1A tyres may be fitted for use in inclement weather conditions (at all times all 4 fitted tyres must be of the same brand, type and pattern). As stated in item 4.4 above, the organisers reserve the right to nominate a control tyre in any additional classes created.

Fuel

Only pump fuel as defined in Motorsport UK General Regulations Nomenclature and Definitions (see Pump Fuel) may be used. The use of power boosting or octane boosting additives by competitors in any fuel is prohibited. A minimum of 3 litres of fuel must remain in the fuel tank at the end of qualifying or race.

Appendix 2: Designated Power Test Locations

Recommended MAHA Rolling Roads (Check that the operator has a calibration certificate no older than 12 months before booking):

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

TI Motorsport (Stoke)

TI Motorsport LTD Tegjwa 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

For the purpose of this event, a car that currently runs in the Club Enduro series for the 750mrc, will be accepted with the relevant certificate from the 750 mobile Dyno:

750 Motor Club (Mobile Dyno)

Donington Park Castle Donington Derbyshire DE74 2RP