

2023
CLUBMANS SPORTS PROTOTYPE CHAMPIONSHIP
SPORTING & TECHNICAL REGULATIONS

Organised by
MOTORSPORT VISION RACING



On behalf of

MOTORSPORT VISION LIMITED
And
The Clubmans Register Limited

PUBLISHED COPY

Signed _____ *P B Richings* _____

Date _____ *26/1/2023* _____

2023 Clubmans Sport Prototype Sporting and General Regulations

1. SPORTING REGULATIONS - GENERAL

1.1 TITLE & JURISDICTION

The Clubmans Sports Prototype Championship is organised and administered by Motor Sport Vision Limited trading as Motorsport Vision Racing ('MSVR') in conjunction with the The Clubmans Register Limited ('Clubmans Register') and promoted by them in accordance with the General Regulations of Motorsport UK Association Limited ('Motorsport UK') (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Motorsport UK Championship Permit No.: **CH2023/R088 (C)**

Race Status: **Interclub**

Motorsport UK Championship Grade: **Grade C**

1.2 OFFICIALS

1.2.1 Championship Co-ordinator: Peter Richings

1.2.2 Championship Eligibility Scrutineer: Tony Harman

1.2.3 Deputy Eligibility Scrutineer: Nigel Thorne

1.2.4 Championship Stewards: Mike Dixon, Bill Shewan, Brian Hemmings

Any three of the Championship Stewards may sit to make a decision. In accordance with Motorsport UK G2.7 and W2.2.1, Championship Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved Championship regulations. Championship Stewards are also empowered to consider any request from the Championship co-ordinator to penalise any Competitor for any breach of Championship regulations after holding a formal hearing to impose a penalty in accordance with C2.1.1 (subject to the rights of appeal provided for in Section C).

Championship Stewards

(G)2.7. Championship Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved Championship regulations.

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(W) 2.2.1. The Championship Stewards can only adjudicate upon any disputes, irregularities or appeals arising from the approved Championship Regulations. They are also empowered to consider any request from the Championship Co-ordinator to penalise any Competitor for breach of Championship Regulations and, after holding a formal hearing, to impose a penalty in accordance with C.2.1, subject to the rights of appeal to the MSC provided in Section C.

1.2.5 Championship Clerk of the Course: Terry Scannell

1.2.6 Championship Registrar: Peter Richings

1.2.7 Driving Standards Officer: Phil Hart

1.3 COMPETITOR AND VEHICLE ELIGIBILITY

1.3.1 Entrants must:

- (a) be fully paid-up members of MSVR and
- (b) be Registered for the Championship and
- (c) be in possession of a valid Motorsport UK Entrants Licences.

1.3.2 Drivers and Entrant/Drivers must:

- (a) be Registered for the Championship and
- (b) be in possession of valid Motorsport UK Competition (Racing) National status for classes CSP1 and CSPA, otherwise Interclub status Licence as a minimum and noting the requirements of Q9.1.2 or
- (c) A professional Driver, in possession of a valid Licence (featuring an E.U. flag) and medical, issued by the ASN of a member country of the European Union, or comparable country. (H26.2.1, applies)
- (d) If participation in the Championship requires absence from education a Driver in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A Driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.

1.3.3 All necessary documentation must be available to be examined for checking at all rounds if so required. This will include both the Competition Licence and Club Registration Card. Membership of MSVR is free upon entry into an event.

1.3.4 All cars must be Clubmans Sports Prototype Racing cars as defined by the nomenclature of the General Regulations of Motorsport UK defined term 'Clubmans Cars' and the technical regulations provided by these Regulations from time to time including any amendment thereof. The decision of the Clubmans Register is definitive and final as to the eligibility of any car to be entered for any Event in the Championship.

1.3.5 Any declaration of car conformity made by a Competitor as part of the Championship and or Event Entry requirements shall be a declaration made in good faith and if found to be false may lead to Disqualification from the Championship at the instance of the Championship Stewards on referral from the Championship Coordinator and with no refund of any Championship or Event fees.

1.4 REGISTRATION

1.4.1 All Competitors must register for the Championship by returning the Registration Form and paying the Registration Fee to the Championship Registrar at Clubmans Register prior to 31 January 2023 and for those who are new registrants to the Championship then no later than the closing date for entries for the first round being entered.

1.4.2 The Registration Fee payable to Clubmans Register is £150.00 if paid prior to 31 January 2023 and £200 if paid after this date.

1.4.3. Registration numbers issued will be the permanent Competition numbers for the Championship season.

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1.5 CHAMPIONSHIP EVENTS

The Championship is scheduled to be contested over six Meetings as follows:

<u>Events</u>	<u>Date</u>	<u>Circuit</u>	<u>Organiser</u>
1,2 & 3	15/16 April	Silverstone National	MSVR
4,5,6 & 7	20/21 May	Anglesey Coastal	MSVR
8,9 & 10	3 / 4 June	Snetterton 300	MSVR
11,12 & 13	15/16 July	Donington National	MSVR
14 & 15	12 August	Oulton Park International	MSVR
16,17 & 18	16/17 September	Brands Hatch Indy	MSVR

1.5.1 The format for each weekend will usually be Qualifying and Race 1 on the first day with two races on the second day. The grid for race one will be set from the qualifying session, the grid for race 2 will be set by Competitors' finishing order in race 1 and the grid for subsequent races will be set by Competitors' finishing order in the preceding race, in each case following the conclusion of all judicial matters.

1.5.2 At single day Meetings the format will be single qualifying and 2 races with the grid for race 1 determined by fastest qualifying times and the grid for race 2 from the finishing order in race 1 subject to conclusion of all judicial matters.

1.5.3 In order to provide for those Drivers who share cars where a second Driver may qualify (in or out of session) and be the Competitor in either race 2 or race 3 then at the discretion of the designated Clerk of the Course that second starting Competitor may be permitted to take the race start from the grid position that would have been allocated to the Driver from the preceding race.

1.6 SCORING

1.6.1 Points will be awarded to Competitors in each class (except the Invitation Class) listed as classified finishers in the Final Results as follows:-

1st – 15, 2nd – 11, 3rd – 9, 4th – 7, 5th – 6, 6th – 5, 7th – 4, 8th – 3, 9th – 2, 10th – 1

(if there are fewer than four Competitors in a class in a race then the points awarded in that class for that race will be 1st – 7, 2nd – 4, 3rd -3)

In addition, one point will be awarded to the Driver setting the fastest lap in each class in qualifying and one further point awarded to the Driver setting the fastest race lap in each class. An additional point will be awarded for a race start and one more for a race finish irrespective of class or number of starters per class.

1.6.2 The totals from all qualifying Events run will determine final Championship points and positions. There are no dropped scores.

1.6.3 Ties shall be resolved using the formula in W1.3.4, in the current Motorsport UK Yearbook.

1.6.4 Where the race distance has been reduced in accordance with article 2.6 below, it shall still count as a full-points scoring round.

1.6.5 Competitors not registered for the Championship may be permitted on an individual round basis at the entire discretion of the Clubmans Register and subject to paying the designated Event entry fee and:

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- (a) will be deemed “Guest Competitors”
- (b) not score points and for the purpose of points scoring will be ignored
- (c) will be allowed to take their place on the podium and qualify for any Event awards
- (d) comply with the eligibility criteria as prescribed in Article 1.3. above with the exception of 1.3.1 (a) and (b) and 1.3.2 (a) and (b) as appropriate.

1.6.6 There will be four Championship classes in accordance with the Championship Technical Regulations and an Invitation Class for Guest Competitors (1.6.5 above):

- CSP1 – Clubmans Sports Prototype
- CSP2 – Clubmans Sports Prototype
- CSPA – Classic Class A
- CSPB – Classic Class B

1.7 AWARDS

1.7.1 All awards are to be provided by the Clubmans Register

Championship: A trophy will be awarded by the Clubmans Register to the overall Championship winner who shall be the competitor with the most points regardless of Class. This only applies where 4 Drivers have competed in a class in at least 50% of the races where a result is declared. Hugh Chamberlain Trophy to the Sports Prototype winner in CSP1 Hart Trophy and Oceanair Trophy to the winner of the CSP2 Class Tasman Trophy and Chairman’s Trophy to the winner of the CSPB Class

1.7.2 Presentations:

Awards will be presented at the end of each Event and/or at the end of the Championship at the designated presentation ceremony. Attendance at any such ceremony is mandatory and failure to attend may result in the loss of all awards.

1.7.3 Entertainment Tax Liability:

Prize money and Bonuses shall be posted to the Entrants within thirty days of the results being declared final after each Event. In accordance with current government legislation, MSVR is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women and account to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsmen/women. That is, those persons who do not have a normal permanent residence in the UK and the UK does not include the Isle of Man, Channel Islands or Eire. This means that, as the organiser, MSVR is required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents. Under certain circumstances, it may be possible for competitors to enter into an agreement with the Inland Revenue to limit the tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before the payment is due.

For further information contact:

HMRC Personal Tax International, Foreign Entertainers Unit, St John’s House, Merton Road, Liverpool L75 1BB, **Tel:** 01514 726488, **Fax:** 01514 726483.

1.7.4 Title to all Trophies:

The Class Championship winner Trophies are the property of The Clubmans Register Limited. If Provisional Results or Championship Tables are revised after any presentations and these revisions affect the distribution of awards the Competitors concerned must return them to the Organisers in good condition within 7 days.

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2. CHAMPIONSHIP EVENT MEETINGS & RACE PROCEDURES

2.1 ENTRIES

- 2.1.1 Competitors are responsible for lodging correct and complete entries prior to the closing date for entries before each Event as notified to Competitors by the Championship Registrar and in complete conformity with any requirements of Motorsport UK. All entry fees must be paid electronically direct to the bank account of the Clubmans Register Limited as notified from time to time.
- 2.1.2 Incorrect or incomplete entries (Including driver to be nominated entries unless entry is submitted by the holder of a Motorsport UK or other ASN Entrant's Licence) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Meeting Organiser receives the missing or corrected information or fee.
- 2.1.3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Championship Registrar in writing. Motorsport UK Regulations D25.1.13 applies.
- 2.1.4 The Entry Fee for each event shall be specified on the entry form.
- 2.1.5 Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin
- 2.1.6 **Signing On:** Where the Organising Club effects signing on digitally then Competitor Drivers must upload an image of their ASN Competition Licence within that process. Where this is not possible for any reason then the Competition Licence must be produced by that Driver to the Secretary of the Meeting before taking any part in the Event including pre-qualification scrutineering. Notwithstanding the sign on process, all competition licenses must be available for inspection at any time during the event.

2.2 BRIEFINGS

Organisers should notify Competitors of the times and locations for all briefings in the Final Instructions for the meetings. Competitors must attend all briefings whether physical or virtual. It is intended that there shall be a Drivers' briefing before qualifying at each event and non-attendance may attract a fine in accordance with the Motorsport UK General Regulations.

2.3 QUALIFICATION PRACTICE

- 2.3.1 Should any Practice session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session, the decision of the Clerk of the Course shall be final.
- 2.3.2 Each Driver shall complete a minimum of 3 laps in the car to be raced and in the correct session in order to qualify (Motorsport UK Regulations Q12.4). Subject to Championship Regulation 1.5 a Competitor permitted by the Clerk of the Course to take part in any race(s) having qualified out of session shall be placed at the back of the grid in the Competitor's first race at the relevant Event. Thereafter that Competitor shall take starting positions at that Event in accordance with Championship Regulation 1.5.

2.4 RACES

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or re-run the race (Motorsport UK Q12.15) in addition article 1.6.4 above applies.

2.5 STARTS

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

2.5.2 The start will be via a Standing start. The countdown procedure and audible warning sequence prior to the start of the race may be commenced in the assembly area but in any event shall be:

Signal:	Instruction:
1 minute	Start engines and clear the grid.
30 Seconds	Be prepared for start of Green Flag Lap
Green Flag	Complete one lap of the circuit and reform into grid positions
5 Seconds	The grid is complete

The red lights will be switched on five seconds after the 5 second board is withdrawn and will be extinguished between 2 and 7 seconds later to indicate the start of the race.

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

2.5.4 Any Driver unable to start the Green Flag/Pace lap or start is required to indicate their situation as per Motorsport UK Regulation Q12.11.2. In addition, any Driver unable to maintain their grid position on the Green Flag Lap, to the extent that all other cars are ahead of them, may complete the Green Flag lap but must remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.

2.5.5 In the event of any starting lights failure the Starter will revert to use of the National Flag once all Competitors have been advised of the fact

2.5.6 The Organisers reserve the right to amend this start procedure via a bulletin issued to all Competitors. This may involve changing the method of starting and/or the countdown procedure leading up to the start signal being given.

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 Marshals Signalling Points around the Circuit.

This is the signal for all Drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pit lane, during practice, and to the starting grid area, during a race, unless otherwise directed by Officials.

2.6.2 Cars may not enter the Pits unless directed to do so or repairs are necessary. Work on cars already in the Pits must cease when a race is stopped and may only continue under the control of a Scrutineer. Cars in the Pits may not re-join the grid.

2.6.3 All Competitors who are able to take part in any restarted race may do so in accordance with Q12.15 and Q12.16.

2.7 PITS, PADDOCK & PITLANE SAFETY:

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2.7.1 Pits & Paddock: Competitors must ensure that the Motorsport UK and Circuit Management and Organising Club Safety Regulations are complied with at all times. Any paddock plan issued by the Organisers must be complied with and the minimum amount of space should be used when setting up. The instructions of any nominated Paddock Official must be respected.

2.7.2 Pit lane: The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take all due care and respect the pit lane speed limits. No-one under the age of 16 is permitted access to the pit lane unless they are the holder of a Motorsport UK Junior Race licence

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

2.7.4 Speed Limit: Pit Lane Speed Limit will be **60 kph**.

2.8 RACE FINISHES

2.8.1 After taking the Chequered Flag Drivers are required to:

- I. progressively and safely slow down
- II. remain behind any Competitors ahead of them,
- III. return to the Pit Lane Entrance/Paddock Entrance as instructed,
- IV. comply with any directions given by Marshals or Officials
- V. keep their helmets on and harnesses done up while on the circuit or in the pit lane
- VI. Place their car into the Parc Fermé where it must remain until released by the Championship Eligibility Scrutineer or deputy
- VII. Attend any podium presentation that may be required

2.8.2 General Regulation Q12.28.4 shall not apply and a Driver who finishes the race by crossing the finish line in the pit lane and whose car is travelling under its own power will be classified as a finisher.

2.9 RESULTS

All Practice Timesheets, Grids, Race Results are to be deemed Provisional until all cars are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures. (Motorsport UK regulation D26.3)

2.10 TIMING MODULES

It is the Competitors responsibility to ensure that a working transponder is fitted to the car in accordance with (Q) 12.8.1. No electronic equipment may be placed within five metres of any official timing line and any breach of this may result in the confiscation of the equipment concerned.

2.11 QUALIFICATION RACES AND CLASS SEPARATION

There is no provision for Qualification races and reserves will be nominated where entries are greater than the permitted grid size. The Organisers have the right to conduct separate races for any class or combination of classes at any event.

2.12 OPERATION OF SAFETY CAR / LIVE SNATCH

The Safety Car will be brought into operation and run in accordance with Section Q, Appendix 3 of the Motorsport UK General Regulations.

Live Snatch will NOT be used in this Championship.

Where a car leaves the track and is not able to regain the track except with snatch intervention under yellow flags and or safety car then the retrieved car and Driver may not continue in that race and shall return to the pits immediately following release. Any car / Driver that is freed to continue either by marshals or by own propulsion and rejoining the track is free to continue.

2.13 ONBOARD CAMERAS

Cameras may be fitted to cars provided that the camera fitment is approved by the Scrutineer and that any footage obtained is not for commercial use. The Clerk of the Course and the Stewards and the Championship Registrar and Driving Standards officer may make use of any such footage in reaching their decisions on any judicial matters.

3. SPECIFIC CHAMPIONSHIP REGULATIONS

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

3.1.1 Where any reports of disrespectful conduct (whether at Event or on any social media) are judged to be well founded the Championship Organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to Motorsport UK. All Race With Respect violations determined by the Clerk of the Course and or the Stewards of the Meeting are automatically reported to Motorsport UK and will be logged on the Driver's Licence Record.

3.1.2 It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Coordinator and/or Safeguarding Officer who will also relay the report to Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at www.motorsportuk.org/resource-centre by selecting Policies and Guidelines.

3.2 The standard minimum scheduled race distance shall be 15 minutes but should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the Meeting, it shall still count as a full points scoring round. Wherever possible a "last lap" board will be shown.

3.2.1 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited

4. SPECIFIC CHAMPIONSHIP PENALTIES

In accordance with Section C of the current Motorsport UK Yearbook and these Regulations.

4.1 INFRINGEMENTS OF TECHNICAL REGULATIONS

4.1.1 Arising from post practice Scrutineering or Judicial Action:
Minimum Penalty: The provisions of Motorsport UK Regulations: C3.3.

4.1.2 Arising from post-race Scrutineering or Judicial Action:
Minimum Penalty: The provisions of Motorsport UK Regulations: C3.5.1(a) and (b).

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For infringements deemed to be of a more serious nature the Clerk of the Course may invoke the provisions of Regulation C3.5.1(c). However, if the Clerk of the Course believes that there is some mitigation surrounding the infringement then C3.5.1(c) need not be implemented.

- 4.1.3 The provisions of Articles 4.3.7 and 4.3.8 and 4.3.9 below in relation to Article 5.7.4 of these Regulations
- 4.2 All infringements of non-technical Motorsport UK Regulations and the Sporting Regulations will be dealt with in accordance with these Championship Regulations and the General Regulations of Motorsport UK
- 4.3 ADDITIONAL SPECIFIC CHAMPIONSHIP PENALTIES
- 4.3.1 Any Competitor adjudged to have made a false start or breached any part of the start procedure will be penalised by means of a ten second penalty being added to his total race time.
- 4.3.2 Breaches of 2.7.4 will usually be dealt with by a fine of up to £10 per kph. above the limit in qualifying and by means of a “drive through” penalty during races
- 4.3.3 Any Competitor may be called before the Championship Stewards who at their discretion may take further action against the Competitor. This may include but is not limited to the loss of Championship points and or a fine to a maximum of £10,000 or disqualification from part or all of the Championship.
- 4.3.4 The Clerk of the Course may impose a “Stop / Go” or “Drive through” penalty for a breach of regulations, in accordance with Motorsport UK Regulation Q12.26.
- 4.3.5 Any car not carrying the mandatory Championship decals will be subject to a fine of £100 for the first infringement and then £500 for any subsequent infringement.
- 4.3.6 Any car found to be in breach of Art. 5.7.4 (CSP1 Class) in respect of power output as provided by Article 5.18.1 et seq. shall be subject to the following penalties:
- a) First proven offence:
Loss of all Championship points up to and including the date of the breach. No refund of Registration Fees or Entry Fees already paid will be provided.
 - b) Second offence:
Immediate disqualification from the Championship and loss of all Championship Points. No refund of Registration Fees or Entry Fees already paid will be provided.
- 4.4 Driving and Conduct Standards
- In the event of a Registered Competitor’s driving or behavioural conduct standards falling below the standards considered by the Driving Standards Officer or any other officer of the Clubmans Register to be appropriate to the Championship then the Organisers shall be entitled to exercise the discretion to:
- 4.4.1 Suspend the Championship Registration of the relevant competitor in order that the relevant Competitor’s driving standards and/or conduct can be referred by the Championship Co-ordinator to the Championship Stewards for consideration of termination of Championship Registration and/or

4.4.2 In the case of driving standards issue a 'yellow card' warning to the relevant Competitor and in conjunction with the Organiser place the relevant Competitor under observation of the Officials of the Meeting in any one or more races prior to referring the matter under CR4.3.3 above.

4.4.3 The decision of the Driving Standards Officer and officials shall be definitive subject only to any Protest by a Competitor or other Judicial action in accordance with the Motorsport UK General Regulations. Judicial action shall take precedence over any action commenced by the Driving Standards Officer, but such Judicial action shall not preclude the subsequent application of any of Regulations 4.3.3, 4.4.1 and/or 4.4.2 in these Championship Regulations.

5. TECHNICAL REGULATIONS – SPORTS PROTOTYPE CARS

5.1 INTRODUCTION

The following Technical Regulations are set out in accordance with the Motorsport UK specified format.

5.2 GENERAL DESCRIPTION

5.2.1 The CLUBMANS SPORTS PROTOTYPE CHAMPIONSHIP is for Competitors participating in open two-seater front engine non-standard Clubmans sports racing cars complying with these regulations and powered in CSP2 class by 1600cc MG 'K' engines and in CSP1 class by maximum 2000cc production based 4 cylinder naturally aspirated car or maximum 1600cc production based maximum 4 cylinder naturally aspirated motorcycle engines.

5.2.2 Championship eligible Clubmans Sports Prototype cars are divided into 2 classes:

- CSP 1 in accordance with these Regulations
- CSP 2 in accordance with these Regulations

5.2.3 The cars must have all wheels covered by either cycle type mudguards or bodywork, in either case complying with these regulations.

All enveloping bodywork is permitted only in conformity with sections 5.5.7 to 5.5.9 inclusive and 5.6.9 to 5.6.18 of these regulations.

5.3 SAFETY REQUIREMENTS

Subject to any exemptions granted by Motorsport UK the following Articles of Motorsport UK Safety Criteria Regulations [K] will apply:

- Safety roll-over structures [K1.5.1, 1.5.2, 1.6.4 (b), 1.6.5, 1.6.6 and 1.7].
- Seat belts [K2.1 all paragraphs] (Minimum requirement: Four Point, Six Point advisory).
- Fire extinguishers [K3 all paragraphs apply.] – subject to any exemption granted by Motorsport UK
- Red warning light [K5.1 and 5.2]. A flat surface LED light to FIA standard is mandatory
- Tank fillers vents and caps [K 6]
- Crushable structures [K7.1, 7.3 and 7.4]
- Circuit breaker [K 8.1 and 8.3 and 8.5] – subject to any exemption granted by Motorsport UK.
- Drive shaft restraint [K12]
- Head restraint [K13]
- General safety recommendations [K14]

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- 5.3.1 In addition, all Competitors are reminded that their personal equipment must comply with the provisions of K9 and K14.3 in respect of Overalls, K10 in respect of Crash helmets and FHR devices (each bearing the requisite Motorsport UK approval stickers) and K11 of Goggles / visors
- 5.3.2 Providing all safety regulations are complied with, the petrol tank, oil tank, battery and fire extinguisher may be located in the notional passenger space.
- 5.3.3 Competitors should respect the possibility of side-impact during competition. Accordingly, Competitors should make provision for adequate driver's side-impact protection on the Driver's side of the chassis in the area that stretches between the rear of the Driver's torso and the leading edge of the pedals at maximum depression ("the zone"). The material is free provided that it conforms with these Regulations. Any side-impact structure fitted to the zone as an addition to the chassis and/or chassis panelling of the car must be securely affixed by means of rivets, bolts or bonding to the chassis members/chassis panelling. Consideration should be given to the potential desirability of side-impact protection being afforded by a progressively deformable non-inflammable and/or non-toxic structure throughout the zone.
- 5.3.4 No fluids may pass through any chassis tubes in space-frame cars.

5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS

- 5.4.1 All cars must comply with Motorsport UK General Technical Regulations and the relevant parts of Sections [J] and [K] of the Motorsport UK Yearbook except where specified below.
- 5.4.2 The use of titanium is prohibited.
- 5.4.3 Any form of traction or launch control is not permitted except as provided by these Regulations. Anti-lock braking systems are not permitted.

5.5 CHASSIS

- 5.5.1 The engine and gearbox must be located in front of the rear axle line, and the centre of the rearmost engine spark plug hole must not be less than 91.44cm (36 in) in front of the rear axle line.
- 5.5.2 Chassis tubes may encroach upon the minimum internal cockpit width of 81.28cm (32 in) providing they only extend diagonally from the body sides and/or the mandatory safety roll-over bar, or if tubes are longitudinally placed for the purpose of creating a division between Driver and notional passenger space and for the purpose of supporting a tonneau cover. The minimum internal cockpit width must be respected in both horizontal and vertical planes between the leading edge of the feet of the roll-over hoop and the trailing edge of the rim of the steering wheel. NOTE: the width of the roll-over bar must respect [K 1.6.4 (b)] that is to say that the rollover bar does not have to (but is permitted to) extend across the width of the notional passenger space contained within the mandatory minimum cockpit dimension BUT IT MUST extend across the entire width of that part of the cockpit occupied by the Driver.
- 5.5.3 The vertical centre line through the steering wheel must be a minimum of 7.62cm (3.0in) behind the centre of the rearmost sparkplug hole.
 - 5.5.4.1 Chassis only to be constructed from steel or aluminium alloy. NOTE: Aluminium alloy roll-over bars are prohibited.
 - 5.5.4.2 It is permitted to fix to the chassis composite materials including but not exclusively carbon fibre and Kevlar provided that the chassis is in conformity with regulation 5.5.4.1 and that the chassis

is able to function as a rolling chassis with engine and gearbox installed but without any permitted composites fixed to it.

- 5.5.5 Have a protective bulkhead of no-flammable material between the engine and the Driver/passenger compartment capable of preventing the passage of fluid or flame. Gaps should be sealed with GRP or intumescent putty. Magnesium is prohibited for Bulkheads.
- 5.5.6 Have bulkhead between any fuel tank and filler and the Driver/passenger compartment sufficient to prevent the passage of flame or liquid. Where a fuel tank constitutes part of the bulkhead between the passenger and luggage compartments, an additional bulkhead must be fitted.
- 5.5.7 It is permissible to affix to the chassis a floor respecting at all times as per Article 5.5.4.2.
- 5.5.8 It is permissible to affix to the chassis, floors extending horizontally from the chassis in order to bridge the gap between front and rear wheels subject to and at all times respecting 5.5.9. Material is free but at all times respecting 5.5.4.2.
- 5.5.9 Any floor affixed pursuant to 5.5.8 shall not at any point extend in the horizontal plane beyond the outer dimensions proscribed by the notional lines drawn between:
 - a) such point on the ground as shall be represented by the point of contact with the ground of a vertical plumb line dropped from the widest point of the car as measured at the centre-line of the rear axle and
 - b) such point on the ground as shall be represented by the point of contact with the ground of a vertical plumb line dropped from the widest point of the car as measured at the centre-line of the front axle.

5.6 BODYWORK

- 5.6.1 Unless fitted with all enveloping bodywork in accordance with Articles 5.6.9 - 5.6.18, the car must be fitted with cycle-type front mudguards which must be distinctly separate components from the rest of the bodywork. There must be a gap between these mudguards and the rest of the body of not less than 5cm (2in) when the steering is central and be equipped on all wheels with mudguards which present no sharp edges and cover the width of the tyre in contact with the road surface around a minimum arc of 120 degrees. This minimum covering must:
 - a) Be achieved with a continuous surface of rigid material uninterrupted by any gaps, holes, slot, or vents.
 - b) Extend forward ahead of the axle line.
 - c) Extend downward behind the wheel to at least 7.5cm (3.0 in) above the axle line.
- 5.6.2 The front and rear mudguards may be mounted on un-sprung parts of the car.
- 5.6.3 Maximum height of the bodywork, with Driver aboard including aerofoils but excluding safety rollover bar must not exceed 110cm (43.3in) measured from the ground.
- 5.6.4 The rear aerofoils must not in width exceed the outer faces of the rear wheel rim.
- 5.6.5 Below the horizontal front axle centreline no part of the bodywork forward of the front axle vertical centreline shall exceed by more than 30mm per side the width of the outer face of the front wheel rims when the steering is central. No part of the bodywork forward of the front axle centreline shall exceed the height of the front mudguards.

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- 5.6.6 No part of the bodywork including aerofoils shall extend more than 100cm (39.4in) behind the rear wheel axis.
- 5.6.7 Detachable bonnets must be fitted to all cars and must cover and surround all parts of the engine with the exception of the cylinder head and rocker or cam cover and associated parts such as induction and exhaust which may remain uncovered. It is permissible to introduce air inlets, vents, ducts and access holes.
- 5.6.8 The floor in the passenger space may be removed to increase cooling to the differential unit.
- 5.6.9 **The following regulations apply to cars running all enveloping bodywork.**
- 5.6.10 Sections 5.5.4.2, 5.5.7, 5.5.8, 5.5.9, 5.6.3, 5.6.4, 5.6.6 and 5.6.8 must be respected at all times.
- 5.6.11 The bodywork must not be mounted on un-sprung parts of the car.
- 5.6.12 When viewed in plan, the bodywork must cover the chassis, wheels, tyres (cover the width of the tyre in contact with the road surface), suspension, gearbox, engine and the exhaust ("the primary components"). The exhaust may exit at the side or rear. It is permissible to introduce air inlets, vents, ducts and access holes provided that none of the primary components are visible in plan view.
- 5.6.13 In side elevation:
a) The whole of the front wheels and tyres must be visible and unobstructed by any bodywork
b) The bodywork around the rear wheels and tyres must not cover in excess of 40% of the area of the wheel above the axle centreline.
- 5.6.14 Below the horizontal front axle centreline no part of the bodywork forward of the front axle vertical centreline shall exceed by more than 30mm per side the width of the outer face of the front wheel rims when the steering is central.
- 5.6.15 At all times (the steering central) the bodywork should cover the full width of the tyres throughout a continuous arc of 120° with a continuous surface of rigid material in conformity with Article 5.6.12.
- 5.6.16 While respecting sections 5.2, 5.5.2 and 5.5.5 it is permissible for the bodywork to provide access to the car only by the Driver's cockpit. The passenger space must be covered at all times during Competition and the use of a separate rigid removable panel is permitted to cover the passenger cockpit but for the avoidance of doubt flexible or fabric 'tonneau' covers are not permitted.
- 5.6.17 At all times the bodywork must be demountable for the purposes of scrutineering and facilitate the inspection of the Driver's cockpit and controls including the pedal box.
- 5.6.18 Moulded bodywork must only be constructed of any of glass reinforced plastic, Kevlar and / or carbon fibre composite materials in any combination thereof.

5.7 ENGINE

The following engines are permitted:

PART A – CSP2 CLASS

Clubmans MG 1600 DOHC 'K' Series

- 5.7.1 The proprietary components required by the build standard provided by these Regulations are the only components eligible for use in the MSVR Clubmans Sports Prototype CSP 2 class and must conform with the requirements of the Clubmans Register including any proprietary specifications and/or drawings for these components and must be Standard Parts or Standard Pattern Parts as defined by Motorsport UK General Regulation B nomenclature.

From time to time it will be necessary to approve alternative equivalent components. Only components approved by the Clubmans Register as alternatives and published in official amendments to these regulations are eligible.

The production engine specified in these regulations has been modified to a uniform specification. Only engines approved by the Clubmans Register are eligible for this Championship. There are currently 3 (three) Approved engine builders/suppliers as specified in these Regulations and who shall be Agents of the Clubmans Register for the limited purposes of these Regulations.

As a sealed engine it is implicit that only parts with defined alternatives can be changed in specification whether protected by seals or not. If it is not allowed in the regulations the specification cannot be changed and for the avoidance of doubt this includes all Standard and or Standard Pattern Part engine management sensors which must be fitted and operational as originally envisaged by the manufacturer and / or as provided in these Regulations.

The core of the engine, i.e. those components contained within and including the cam cover, cylinder head cylinder block and sump must be sealed by 2 Motorsport UK or 2 Clubmans Register approved seals attached to the cam cover which may only be broken by the Championship Eligibility Scrutineer or an authorised Agent of the Clubmans Register. Only engines carrying 2 unbroken seals are eligible for the Championship. Competitors are referred to Articles 5.18.1 et seq.

It is emphasised that the engine sealing is an integral part of the engine eligibility and must not be damaged or lost.

The Clubmans Register has the authority to appoint or remove approved engine builders in its entire discretion. Variations will be notified by Championship Technical Bulletin.

At the date hereof (Publication of the Championship Regulations) the following persons are approved and authorised to build and or service and or repair and or apply and or remove Clubmans Register seals to the Clubmans specification CSP 2 class engine:

Paul Freeman of Paul Freeman Motor Services Ltd Chapel Farm Carpenters Hill Heath Green Redditch B98 9BT

Tel: 01527 592122 **Mob:** 07831 489146

Email: paul.pfmsoffice@gmail.com

Anthony Denham of CK Engineering Ltd Coronation Road Cressex Business Park High Wycombe HP12 3RP High Wycombe

Tel: 01494 530909

Email: info@ckmotorengineers.co.uk

Steve Dickens of Autoclass Garage 5 Blundells Road Bradville Milton Keynes MK13 7HA

Tel: 01908 222244 **Mob:** 07779 295557

Email: stevedickens@hotmail.co.uk

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5.7.2 Build Standard

Components marked (M) below are sealed and identified by MOTORSPORT UK or Clubmans Register seals. Such components are only eligible if the required undamaged seal is affixed. It is the Competitor's responsibility to protect the seals from damage.

DESCRIPTION	PART NUMBER
Engine Type	'K' 1600 Mpi
Base Engine	LBB 106500 (M)
Bore	80.0mm
Stroke	79.0mm
Capacity	1588cc
Fuelling	MG MPFI
Throttle Body Diameter	48.0mm
Inlet Manifold	LK3 107140
Inlet Ports	As cast in production
Manifold Gasket	LKJ 100730
Oil Scavenge Pump Assembly	RCO 13005A or Titan 'Gold' Pump
Sump	RCO 13003A
Ignition Control Box & Rev. Limiter	MG M.E.M.S. (M)
Exhaust Manifold	Free
Flywheel (with starter ring)	PSD 101980
- Dimensions: Diameter	249.75mm ± 0.25mm

N.B. Flywheel, including inner diaphragm surface must remain as cast.

Air Cleaner	K&N 57 0044, K&N RC-4490 or approved alternative
Oil Filter	LPW 100180 or approved alternative

Starter Motor make is free, but must be fitted to unmodified mounting points

Spark Plugs - standard heat range	Unipart GSP6662 Champion RC9YCC' NGK BCPR6ES Bosch FR7DC
Spark Plugs - cooler heat range	Unipart GSP6652 Champion RC7YCC NGK BCPR7ES Bosch FR6DC

Clutch Assembly -

As defined in current Formula Ford 1600 regulations, i.e.: a production single diaphragm clutch. Only organic friction material is permitted. Racing clutches are prohibited save that Competitors are permitted to substitute the organic driven plate for a 3 blade paddle type driven plate being manufactured by Helix and supplied under part numbers: single rail gearbox: 76-1605 and 3 rail gearbox: 76-1606 {Note part number for Elite sequential gearbox to be notified by bulletin}. For the avoidance of doubt the use of an uprated pressure plate is prohibited and the paddle type driven plate must be mated to a standard Formula Ford 1600 permitted pressure plate. Breach of this regulation will result in the imposition of Motorsport UK Regulation C3.5.1(c)

Cooling System Thermostat –

It is permitted to run without the thermostat in operation

- 5.7.3 Engine Location: The engine must be mounted fore/aft upright, plus or minus 15 deg

PART B – CSP1 CLASS

5.7.4 A production based naturally aspirated 4 cylinder car engine having a maximum swept volume of 2000cc and with maximum 200 bhp at the flywheel and a maximum engine speed of 8500 rpm. For the purpose of measuring power using the Powerlog (5.18.3) the maximum output will be 180 bhp measured at the back wheels.

5.7.5 A production based naturally aspirated 4 (maximum) cylinder motorcycle engine having a maximum swept volume of 1600 cc and with maximum 200 bhp at the flywheel and a maximum engine speed of 12500 rpm. For the purpose of measuring power using the Powerlog (5.18.3) the maximum output will be 180 bhp measured at the back wheels.

5.7.6 Flywheel (with starter ring) must be steel

5.7.7 Clutch Assembly - Free.

5.7.8 Engine Location

The engine must be mounted fore/aft and upright, ± 15 deg

5.8 SUSPENSION

All Classes:

Free but no electronic damper control or actuation is permitted.

5.9 TRANSMISSIONS

PART A: CSP 2 CLASS

5.9.1 Gearboxes must conform to and at all times respect the following:

General requirements of all gearboxes

- a) Must be separate from the differential and not contained within a transaxle casing.
- b) Must contain no more nor less than 4 operational forward gears and 1 operational reverse gear.
- c) Gearboxes that -as a standard manufacturer's production item- were fitted with 5 or more forward gears must be assembled so that only 4 operational forward gear ratios and 1 operational reverse gear ratio are in use. Where more than 4 forward gears or more than 1 reverse gear ratio were originally fitted by the manufacturer within the gearbox then all unused ratio(s) must be removed or locked out so as to be not accessible for use by any means.
- d) Must not in any way interrupt or interface with or interact with or be conjoined with any part of the engine management system and/or the engine loom.
- e) Must not be of a continuously variable ratio or seamless shift.
- f) Must require the use of a foot operated clutch for disengagement of drive from the engine.
- g) Must not in any way actuate or facilitate the operation of gear changing either pneumatically or hydraulically (except that hydraulic clutch actuation by operation of a foot operated clutch pedal is permitted).
- h) Steering column and/or steering wheel mounted gear-change mechanisms are prohibited.

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- i) Subject to these Regulations gear ratios are free but must be freely available to the public for purchase from an identifiable source.
- j) Gearboxes with rapidly changeable ratios are not permitted.

Conventional 'H' pattern non-sequential gearboxes

- a) Must be of Ford Single or Three rail type.
- b) Dog engaged gears are permitted.
- c) Aluminium casings and shortened tail casings are permitted.

Sequential Gearboxes

- a) The permitted sequential gearboxes are the Elite IL 200 5S (with 4 forward gears as stipulated under General Requirements of these gearbox regulations) and the Sadev sequential gearbox under part number: SCL82-17 FS ['FS' means 'Ford Short' as the gearbox is a direct fit replacement for Ford Type 9] or such part number as may replace that from time to time. The authorisation is for use only as a 4-speed gearbox in CSP 2.
- b) The Clubmans Register may sanction from time to time in its entire discretion any additional sequential gearbox as an alternative.
- c) It is permitted to install electronically operated gear-in-use indicators for display to the driver (and which may be mounted on the steering wheel) and which is permitted to interface with any data logging system installed in the car but not to be installed as an insertion to or interference howsoever with the engine wiring loom of the car but in all cases subject at all times to the General Requirements of all gearboxes set out in these Regulations.
- d) The Clubmans Register reserves the right in the interest of preservation of the equality of competition within the Championship to increase at any time during the Championship the minimum weight of any car fitted with a sequential gearbox.

PART B: CSP1 CLASS

FOR 4 CYLINDER PRODUCTION BASED CAR ENGINES

- 5.9.2 A maximum 6 forward and 1 reverse speed gearbox and which may be operated by conventional gear-lever or by steering column or steering wheel mounted 'paddles'.
- 5.9.3 The gearbox must be separate from the differential and **not** contained within a transaxle casing.

FOR 4 CYLINDER PRODUCTION BASED MOTORCYCLE ENGINES

- 5.9.4 A maximum 6 forward speed sequential gearbox separate from the differential and **not** contained within a transaxle casing and which may be operated by conventional gear-lever or by steering column or steering wheel mounted 'paddles'. A reverse gear must be operational on the car.

ALL CLASSES

- 5.9.5 Magnesium gearbox casings, differential casings and bell-housings are prohibited.
- 5.9.6 **In CSP 2 class** torque biasing, limited slip and locked differentials are prohibited.

In CSP2 class the final drive must incorporate a free differential gear assembly. The intention of this clause is to limit the use of differential gear assemblies to those with no useful torque biasing or limited slip capability, whether by design, construction, assembly or any other method. No prevailing torque within the differential mechanism is permitted.

This condition should be checked by the following method

- a) The rear of the car shall be jacked off the ground. With the gearbox in neutral, rotating one rear wheel in either direction must not result in any significant movement of the opposite rear wheel.
- b) If there is any doubt about the adherence to (a) above, then the differential should be removed from the car and there must be no resistance to the movement in the gears making up the differential assembly irrespective of temperature. If any mechanical defect is found the differential should be rectified and reassembled into the car to ensure that condition (a) above is met. During the period of checking the car and differential shall be deemed to be under Parc Fermé conditions regardless of the actual location of the car and/or differential and no person may enter that Parc Fermé without the express permission of the scrutineers then responsible for the entire car and/or differential.

5.10 ELECTRICS

CSP 1 Free except:

- a) Any high-pressure fuel (injection) pump must be controlled by the engine ECU and the use of a separate switch for the high-pressure fuel pump is not permitted. For the avoidance of doubt separately switched low-pressure pickup pumps are permitted and so are in-tank fuel pumps.

CSP 2 Free except:

- a) CSP 2 Class Cars must use engine wiring harnesses approved by the Clubmans Register connected to all Standard Part or Standard Pattern Part sensors (see 5.7.1 above) and all relevant ancillaries by means of continuous unbroken stranded electrical / electronic wire without any resistors or additional interference of any kind breaching the continuous unbroken wire.
- b) The use of the inertia switch is optional and preferably should be removed.
- c) The high-pressure fuel (injection) pump must be controlled by the engine ECU as intended by the specified wiring harness and the use of a separate switch for the high-pressure fuel pump is not permitted. For the avoidance of doubt separately switched low-pressure pickup pumps are permitted and so are in-tank fuel pumps.
- d) The applicable provisions of 5.9.1

5.11 BRAKES

Free except no carbon discs.

5.12 WHEELS/STEERING

Free

5.13 TYRES

5.13.1 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.

5.13.2 **In CSP1 and CSP2 classes** the only permitted tyres are (save as provided below) Hankook slick and wet tyres in the following sizes with compounds and tread pattern as approved by the Clubmans Register:

Front: 170/515R13

Rear: 210/570R13 both Compound C92

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In CSP1 only an alternative front tyre in compound C72 is available.

Or such other tyres or specification of tyres including size and / or compound(s) as may be specified from time to time by the Championship Organisers and / or the Clubmans Register. Any additional or substituted permitted compounds or sizes will be notified by Championship Technical bulletin from time to time.

The sole suppliers of Hankook racing tyres to the Championship are:

Hankook Motorsport
Mr Tyres (Motorsport Ltd.),
Unit B
Unit 1, Apex Centre, Lovell, Tamworth B70 7TA
Tel: 01827 211021

5.14 WEIGHT

5.14.1 The minimum permitted weight of the complete vehicle is CSP1: 450kg and CSP 2: 430kg without any form of ballast to achieve the said minimum weight. The weight of any vehicle shall be determined with the vehicle complete with all bodywork fitted and otherwise in conformity with these Regulations but without fuel and without driver. All other fluids sufficient to enable the vehicle to participate in the Competition including oil and water shall be present.

5.14.2 The Provisions of 5.9.1 (d) should be noted.

5.14.3 The Championship Organisers and the Clubmans Register jointly and severally are empowered to cause any vehicle presented for use in the Championship to be the subject of weight checking by the Championship Eligibility Scrutineer at any time during the period commencing with the opening of entries for the first scheduled round of the Championship and ending with the declaration of the Final Results of the Championship. Any such check may be conducted at any location directed by the designated Championship Eligibility Scrutineer. The Championship Eligibility Scrutineer is empowered to delegate his functions in respect of any weight check. The weigh scales used must have a current Certificate of Conformity no more than 12 months prior to the date of testing. Where the weight check is validated by the Chief Scrutineer and the Eligibility Scrutineer then the weight found shall be a Judgement of Fact for the purposes of the General Regulations.

5.14.4 Any Competitor who fails to present his vehicle for weight checking in conformity with Regulation 5.14.3 shall be automatically suspended from Championship Registration until such time as the car has been presented for weight checking.

5.15 FUEL TANK/FUEL

5.15.1 Tank Type: Free, but competitors must refer to the applicable sections of the Motorsport UK General Regulations (Section K Arts. 6 and 7 (all) and 14.1.2).

5.15.2 Tank Location: Free. See also Section 5.3.2 of these Regulations.

5.15.3 Fuel: The only permitted fuel is PUMP FUEL which conforms with Motorsport UK definition.

5.16 SILENCING

- 5.16.1 All vehicles must comply with Section J 5.17.1, 5.17.2 and Chart 5.18 Section J Appendix 1 of the MOTORSPORT UK Yearbook
- 5.16.2 **CSP1** silencer is free but must be silenced to the standard required by the Motorsport UK as specified above for sports racing cars in conformity with Sound test requirements provided by J 5.18.1 and 5.18.3 - 5 and 5.18.7 -11 inclusive. The main body of the silencer must be constructed of ferrous material
- 5.16.3 **CSP2** silencer is free but must be silenced to the standard required by the Motorsport UK as specified above for sports racing cars in conformity with Sound test requirements provided by J 5.18.1 and 5.18.3 - 5 and 5.18.7 -11 inclusive. The main body of the silencer must be constructed of ferrous material

5.17 NUMBERS AND CHAMPIONSHIP DECALS

- 5.17.1 To be eligible to compete in a Championship race and obtain points and prizes it is mandatory to display all Championship decals as required by the Clubmans Register and /or the Championship Organiser from time to time on each side of the car in an unobscured position when viewed from a direct side elevation (provided that decals are available at the meeting signing-on). These decals may be supplied by the Clubmans Register and a nominal charge may be made.
- 5.17.2 Competitors will display the competition numbers allocated by the Clubmans Register. Number 1 will be allocated to the Overall Champion in the previous year. All other numbers will be allocated on a first come basis in line with the driver's preference as "permanent" numbers.
- 5.17.4 Competition Numbers and backgrounds shall be displayed in accordance with the requirements of the Championship Organisers.
- 5.17.5 Cars may be required to display CSP 1, 2, A or B whichever is appropriate, adjacent to each competition number using decals supplied by the Clubmans Register

5.18 GENERAL CONFORMITY

- 5.18.1 The Championship Organisers and the Clubmans Register jointly and severally are empowered to cause any car nominated for use in the Championship to be the subject of eligibility checking by the Championship Eligibility Scrutineer in conjunction with nominated officials and representatives of the Clubmans Register acting through the Championship Registrar at any time during the period commencing with Registration of the Competitor for the Championship and ending with the declaration of the Final Results of the Championship. Any such eligibility check may be conducted at any location directed by the designated Championship Eligibility Scrutineer and/or the Clubmans Register. The Championship Eligibility Scrutineer is empowered to delegate his functions in respect of any eligibility check.

The eligibility checking envisaged and permitted by this Regulation may include the requirement for the horsepower output of any engine to be checked for conformity with these Championship Regulations by such means as the Clubmans Register in its absolute discretion may require and it shall be the responsibility of the Competitor subject of any such check to submit the car for examination as and when directed and at the exclusive cost of the Competitor. The result of such a horsepower check shall be definite subject only to manifest error.

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- 5.18.2 The Clubmans Register reserves the right to require at any time during the Competition any competing car to carry performance measuring data capturing equipment to enable the Clubmans Register and / or the Eligibility Scrutineer(s) to assess the performance of the said car. The data provided by the exercise of this right may be used by the Clubmans Register in its absolute discretion to initiate additional investigations including but not exclusively checking and assessment pursuant to Art. 5.18.1 of these Regulations including for the purposes of Art.5.7.4 where the output of a car as tested must not exceed the permitted output at the flywheel + absolute maximum 2.5% tolerance.
- 5.18.3 All competing cars must make provision for the installation of the performance measuring data capturing equipment in a location approved by the Clubmans Register. The Powerlog equipment (or approved alternative) should be mounted close to the centre line of the car and in a horizontal plane. The Powerlog box is approximately 16 cm x 8 cm and 6 cm high. It should be mounted with the connections facing forwards and with an ignition-controlled power feed and earth lead available. A GPS sensor will be provided which should be mounted in a suitable location, preferably on top of the rollover bar.
- 5.18.4 Any competitor who fails to present the nominated car in conformity with Regulation 5.18.1 or who declines the installation of performance measuring data capturing equipment pursuant to Art. 5.18.2 or 3 above shall be automatically suspended from Championship Registration until such time as the car has been presented for checking pursuant to 5.18.1 and has been approved by the issue of a certificate of conformity.
- 5.18.4 Competitors are required to present well engineered and maintained cars, to compete in a clean and tidy state and condition, and in conformity with these Regulations for participation in the Clubmans Register Championship. If in the reasonable opinion of the Championship eligibility scrutineer any nominated car presented for competition in the Championship does not conform with this Regulation then the Championship Registrar shall be entitled to request that the Organiser suspend forthwith Championship Registration of the relevant Competitor until such time as conformity has been satisfactorily demonstrated.

5a TECHNICAL REGULATIONS – CLASSIC CLUBMANS All Classes

5a.1 INTRODUCTION

The following Technical Regulations are set out in accordance with the Motorsport UK specified format and it should be clearly understood that if the following texts do not clearly specify that you can do it then you must work on the principle that you cannot.

5a.2 GENERAL DESCRIPTION

5a.2.1 The **CLUBMANS SPORTS PROTOTYPE CHAMPIONSHIP (CLASSIC CLUBMANS classes)** is for Competitors participating in Non-standard sports racing cars constructed to the following Regulations.

They must either be:

5a.2.2 Open two seat front-engined Clubmans sports racing cars with cycle type front mudguards which were manufactured and raced before 31/12/1980.

5a.2.3 Front and rear-engined Classic Formula 1300 cars.

5a.2.4 CLASS STRUCTURE:

Class A: Pre '81 Chassis with 1700cc Ford X-Flow full race engine

Class B: Pre '81 Chassis with 1600cc Formula Ford X-Flow full race engine

Class C: Pre '71 Chassis with 1600cc Ford pre X-Flow full race engine

Class D: Formula 1300 Cars with 1300cc ford X-Flow full race engine or 1600cc CVH engine as specified in section 5.18.4.7

NOTE: All cars must comply with the general regulations in sections 5.3 to 5.4

Regulations pertaining to Classes A, B & C are contained in sections 5.5 to 5.17

Regulations pertaining to Class D are contained in section 5.18

5a.3 SAFETY REQUIREMENTS

- 5a.3.1 Subject to any exemption granted by Motorsport UK the following articles of MOTORSPORT UK Section K Safety Criteria Regulations apply:
(Safety roll-over structures) K1.5.1, K1.6.4(b), K1.6.6, K1.7.
(Seat belts) K2.1.2 minimum K2.1.3 or K2.1.4 recommended)
(Fire extinguishers) K3.
Red warning light K5 A flat surface LED light to FIA standard is mandatory
Tank fillers vents and caps K6.
Crushable structures (see item 5.3.5 below) K7.
Circuit breaker K8
Drive shaft restraint K12
Head restraint K13
General safety recommendations K14
- 5a.3.2 In addition, all Competitors are reminded that their personal equipment must comply with the provisions of K9 and K14.3 in respect of Overalls, K10 in respect of Crash helmets and FHR devices including Motorsport UK Approval stickers and K11 of Goggles / visors.
- 5a.3.3 Providing all safety regulations are complied with, the petrol tank, oil tank, battery and fire extinguisher may be located in the passenger space (see item 5.5.3 below)
- 5a.3.4 Competitors should respect the possibility of side-impact during competition. Accordingly competitors in the Championship should make provision for adequate Driver's side-impact protection on the Driver's side of the chassis in the area that stretches between the rear of the driver's torso and the leading edge of the pedals at maximum depression ("the zone"). The material is free provided that it conforms with these Regulations. Any side-impact structure fitted to the zone must be securely affixed but may not be bonded or riveted direct to chassis rails. It may be bolted direct to chassis rails or bolted or riveted to other Driver's side chassis panelling in conformity with these Regulations. Consideration should be given to the potential desirability of side-impact protection being afforded by a progressively deformable non-flammable and/or non-toxic structure throughout the zone.
- 5a.3.5 No fluids may pass through the chassis tubes in space frame vehicles (Motorsport UK J5.20.12)
- 5a.3.6 Cars may be updated with forward facing rollover bar supports, dash hoops and crushable structures as 5.3.4. With regard to the fitting of crushable structures (5.3.4), exemptions will be made for cars where separate rear mudguards are used if the following alternative is adopted: The chassis rails from the pedal box to the rear of the seat area should be double skinned, at least one skin being a minimum of 16SWG and filled with foam as 5.3.4.
- 5a.3.7 Removable steering wheels are permitted.
- 5a.3.8 It is recommended that modern Formula type mirrors are fitted to improve rear visibility.
- ### **5a.4 GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS:**
- 5a.4.1 All vehicles must comply with Motorsport UK General Technical Regulations and the relevant parts of Sections J & K of the Motorsport UK Yearbook except as above and where specified below.
- 5a.4.2 Electronic data logging is not permitted.
- 5a.4.3 All engines must have cross-drilled bolts / nuts / studs sufficient to enable the rocker cover and / or cylinder head and sump pan to be wire sealed to the engine block at any time.

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- 5a.4.4 Upon application the Clubmans Register may grant individual exceptions to any vehicle on Championship Technical issues, but not on matters of Motorsport UK Safety or Technical issues, if it can be demonstrated that it is running to the specification to that which it ran 'in period'.
- 5a.5 CHASSIS Classes**
- 5a.5.1 The chassis may be updated to 31/12/1980 for Classes A & B and to 31/12/1971 for Class C.
- 5a.5.2 All cars must have a protective bulkhead of non-flammable material between the engine and the driver / passenger compartment capable of preventing the passage of fluid or flame. Gaps must be sealed with GRP or intumescent putty. Magnesium is prohibited for bulkheads.
- 5a.5.3 All cars must have a bulkhead between any fuel tank and filler and the Driver / passenger compartment sufficient to prevent the passage of fluid or flame. Where a fuel tank constitutes part of the bulkhead between the passenger and other compartments, an additional bulkhead must be fitted.
- 5a.5.4 Chassis tubes may encroach upon the minimum internal cockpit width of 81.28cm (32") providing they only extend diagonally from the body sides and / or X the mandatory safety roll over bar, or if tubes are longitudinally placed for the purpose of creating a division between driver and (notional) passenger space and also for the purpose of supporting a tonneau cover. NOTE: The mandatory roll over bar must at all times respect K1.6.4 that is to say that the roll over bar must extend across the entire width of that part of the cockpit occupied by the driver, but may not extend across the width of the entire cockpit including the notional passenger space unless the car was constructed accordingly in period. Respecting K1.6.4 the roll over bar must be effectively mounted and braced to structural members forward and aft of the cockpit. Aluminium alloy roll over bars are prohibited K1.7.
- 5a.5.5 The vertical centre line through the steering wheel must be a minimum of 7.62cm (3") behind the centre of the rearmost spark plug hole.
- 5a.5.6 The chassis is only to be constructed from steel, aluminium or aluminium alloy.
- 5a.6 BODYWORK**
- 5a.6.1 Cars from Classes A & B may run any configuration of bodywork that was available to and used by their specific manufacturer of vehicle up to 31/12/1980. Similarly, cars from Class C may run any configuration of bodywork that was available to and used by their specific manufacturer of vehicle up to 31/12/1971. Cars complying with this rule will be automatically acceptable.
- 5a.6.2 Additionally, any car that can be shown to have run a non-standard bodywork configuration that was used by their car within the relevant periods as defined above will also be acceptable but it will be the Competitor's responsibility to present such proof.
- 5a.6.3 Cars from Classes A, B & C may also be permitted to run other alternative bodywork configurations that do not comply with 5.6.1 or 5.6.2. However, dispensation for this must be obtained on an individual vehicle basis. To be considered for a dispensation, the alternative bodywork must comply with the image and style of a pre-1981 Clubmans Sports Racing Car and it must not be considered to provide a performance advantage over an original bodywork format. It is the responsibility of the competitor to apply for dispensation.
- 5a.6.4 No carbon fibre or Kevlar is permitted in any bodywork structure with the exceptions only of:
- a) a flywheel scatter shield mounted as an addition to non-carbon fibre non-Kevlar internal panelling
 - b) seat
 - c) prop-shaft tunnel
 - d) other detachable non-structural Driver protection conforming with Regulation 5.3.4 in flat sheet form securely affixed to but easily removable from the faces of vertical chassis sides
 - e) fuel tank protection

- 5a.6.5 No under car venturis of any type are allowed. Multi element rear wings are not permitted unless used as original period fitment. Aerofoil sections must be of period type.
- 5a.6.6 The car must be fitted with:
- a) cycle type front mudguards conforming to 5.6.7 and which must be a distinctly separate component from the rest of the bodywork. There must be a gap between these mudguards and the rest of the body of not less than 5cm (2") when the steering is central, and be equipped on all wheels with mudguards which present no sharp edges and cover the width of the tyre in contact with the road surface around an arc of not less than 120° and no more than 180°.
 - b) either cycle type rear mudguards conforming to 5.6.6 (a) or bodywork covering in plan view but not enclosing the rear wheels and conforming to 5.6.1 - 5.6.4 and 5.6.7, 5.6.9 and 5.6.12 in accordance with original period type/use.
- 5a.6.7 The minimum covering of wheels provided by 5.6.6 must be:
- a) achieved with a continuous surface of rigid material uninterrupted by any gaps, holes, slots or vents and
 - b) Extend forward of the axle line and
 - c) Extend downward behind the rear wheel to at least 7.5cm (3") above the axle line.
- 5a.6.8 The front and rear mudguards may be mounted on unsprung parts of the car
- 5a.6.9 For Classes A & B the maximum height of the bodywork, with the Driver aboard including aerofoils but excluding the safety roll over bar, must not exceed 110cm (43.3") measured vertically from the ground. For Class C there is no such requirement.
- 5a.6.10 For Classes A & B the rear aerofoils must not exceed in width the outer faces of the rear wheel rims. No rear aerofoils are permitted in Class C.
- 5a.6.11 For Classes A & B the width of the coach work ahead of the front wheels must not exceed the width of the outer faces of the front wheel rims when the steering is central. No part of the coach work ahead of the front wheels may exceed the height of the front mudguards. For Class C the maximum width must not exceed the width of the centre line of the front wheel rims
- 5a.6.12 No part of the bodywork including aerofoils shall extend more than 100cm (39.37") behind the rear wheel axis.
- 5a.6.13 All cars must be fitted with a detachable bonnet which must cover and surround all parts of the engine, with the exception of the cylinder head and rocker cover and associated parts such as induction and exhaust.
- 5a.6.14 The floor in the passenger space may be removed to increase cooling to the differential unit.
- 5a.7 ENGINE**
- 5a.7.1 For Classes A, B & C the engine and gearbox must be located in front of the rear axle line and the centre of the rearmost spark plug hole must be not less than 91.44cm (36") in front of the rear axle line.
- 5a.7.2 Engine type - Classes A & C
- a) For Class A engines must be up to 1700cc side draught pushrod engines as in period at 31/12/1980.
 - b) For Class C engines must be up to 1600cc pre-crossflow pushrod engines as in period at 31/12/1971.
- 5a.7.2.1 Crossflow blocks type 711 or AX are allowed.
- 5a.7.2.2 The following restrictions apply
- a) For Class A maximum bore 83.5mm plus 0.2mm wear allowance. Class C free.
 - b) For Class A maximum inlet valve 40.3mm - Class C free
 - c) Valve stems must be spaced to original specification and remain vertical
 - d) Camshaft – maximum lift at Pushrod must not exceed .295 (7.493mm) – maximum lift at the valve with tappet clearance reduced to zero must not exceed 0.454" (11.53mm)

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N.B. In theory, the 234 Cam will meet the lift requirements, however competitors using this Cam may require some modifications to the Rocker to ensure the lift at the Valve complies.

- e) Rockers must be standard ratio (1.54:1) – otherwise free
- f) Carburettors can be up to 48DCOE with a maximum choke of 38mm – Class C max 36mm
- g) No titanium parts can be used other than valve spring retainers
- h) Where electronic ignition is fitted it must be a simple electronic ignition, a single coil and distributor must be used.
- i) A standard diameter steel flywheel and ring gear must be used
- j) 7.1/4" bronze clutches must be used. Carbon clutches are not permitted
- k) No engine management systems are permitted
- l) Forced induction and / or fuel injection are prohibited
- m) Non-iron cylinder heads and / or engine blocks are not permitted

5a.7.3 Engine Type – Class B/CSPB

For Class B, engines must be Formula Ford 1600cc Kent engines to current regulations (save as provided in these Regulations) with the exception of fuel pumps.

5a.7.3.1 The following restrictions apply:

- a) A rebore allowance on Kent engines of +0.030" is permitted
- b) The pistons used in re-bore engines are restricted to use either Hepolite 18649 or to Hepolite 20552V1 provided they are within the tolerances shown on the Hepolite drawing number 50552/1/2.

- 5a.7.3.2 a) It is permitted to reduce the weight of the mandatory standard flywheel to a minimum weight of 10,5kg provided that flywheel minimum tolerances conforming to the drawing available from the Clubmans Register are respected and subject to the provision on demand made by the Championship Eligibility Scrutineer of a signed dated Certificate of Conformity in respect of tolerances and
- b) The minimum weight of 10.5kg is inclusive of:
 - I – The entire clutch assembly (driven and cover plate) and
 - II – The clutch assembly mounting bolts
 - III – The flywheel mounting bolts

5a.8 SUSPENSION

5a.8.1 This regulation has been drafted to ensure compliance with the period spirit of the Championship, and as a core element in respect of performance, it is aimed at ensuring cars do not run configurations which appeared on later post 1980 models, by the process of evolution. It is the intention of the regulations, to outlaw any suspension configurations/systems that were not in use prior to 1981. After 1981, older cars were routinely modified to run with suspension configurations from later models from the same manufacturer. Such modifications are not eligible and suspension pick up points and component dimensions must be to pre 1981 specifications. Specific attention is drawn to the following:

5a.8.2 Suspension can only be as fitted up to 31/12/1980 for classes A & B, and up to 31/12/1971 for class C. Later types such as Mumford or TAM are not permitted.

5a.8.3 Droop limiting devices are not allowed, e.g. no external suspension restraining devices such as: droop bars, or cables will be allowed, all cars must demonstrate a minimum amount of droop of 3/4". In the event that this has to be checked, then the following will apply:

5a.8.4 With the car stationary, tyres at race pressures and the car at race ready static ride height (with driver on board). The chassis of the car (front or rear) must be capable of being raised by a minimum of 3/4" before the tyre loses contact with the ground. Note this figure includes an allowance for tyre deflection.

5a.8.5 It is up to the individual competitor to demonstrate their compliance with this rule to the satisfaction of the Championship Eligibility Scrutineer. It is commonly thought that most cars of the period would have considerably more suspension droop than the minimum prescribed above, and in the “spirit” of the regulations this is what we would expect to be demonstrated in practice.

5a.8.6 Shock absorbers must be steel bodied period items. Alloy bodies or separate reservoirs are not permitted.

5a.9 TRANSMISSION:

5a.9.1 For Classes A, B & C gearboxes must be four speed manual, non-sequential units. The main case must be iron. Otherwise gearboxes are free.

5a.9.2 Rear axles must conform to original design, i.e. beam, de Dion, independent.

5a.9.3 Torque biasing, limited slip and locked differentials are prohibited.

5a.9.4 The final drive must incorporate a free differential gear assembly. The intention of this clause is to limit the use of differential gear assemblies to those with no useful torque biasing or limited slip capability, whether by design, construction, assembly or any other method. No prevailing torque within the differential mechanism is permitted.

5a.9.5 This condition should be checked by the following method

a) The rear of the car shall be jacked off the ground. With the gearbox in neutral, rotating one rear wheel in either direction must not result in any significant movement of the opposite rear wheel.

b) If there is any doubt about the adherence to (a) above then the differential should be removed from the car and there must be no resistance to the movement in the gears making up the differential assembly irrespective of temperature. If any mechanical defect is found the differential should be rectified and reassembled into the car to ensure that condition (a) above is met. During the period of checking the car and differential shall be deemed to be under Parc Fermé conditions regardless of the actual location of the car and/or differential and no person may enter that Parc Fermé without the express permission of the scrutineers then responsible for the entire car and/or differential

5a.10 ELECTRICS

5a.11 BRAKES

5a.11.1 Only twin piston callipers of no more than 2” diameter are permitted, these may be manufactured from either iron or alloy no other material is allowed. Carbon brakes and / or pads are not permitted.

5a.11.2 Vented disc brakes are not permitted. Slots and / or grooves in the surface of the disc and cross-drilling are permitted.

5a.12 WHEELS / STEERING

5a.12.1 Wheels are free for classes A, B & C.

5a.13 TYRES

5a.13.1 Slick Tyres All Classes

Avon A24 slick tyres as specified for the HSCC Classic Clubmans series.

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Hankook tyres as detailed within Article 5.13.2 of the Championship Regulations are permitted. In the case of a car specifically designed to use 20" rear tyres, the Hankook 180/550R13 can be used on the rear in the same compound as the Hankook 'control tyre'.

5a.13.2 Wet Tyres

Hankook wet tyres as specified in Article 5.13.2, plus Avon wet tyres as specified for the HSCC Classic Clubmans series. In the case of a car specifically designed to use 20" rear tyres the Hankook 180/550R13 can be used on the rear in the same compound as the Hankook 'control tyre'.

5a.13.3 Limitation on use: There is no limitation.

5a.14 WEIGHTS

There are no weight limits

5a.15 FUEL TANK/FUEL

Fuel: The only permitted fuel is PUMP FUEL which conforms with Motorsport UK definition.

5a.16 SILENCING

Silencers are free for class A & C but must conform to current Motorsport UK requirements (108db). Class B/CSPB cars must use the standard Formula Ford Kent silencer (108db).

5a.17 NUMBERS AND CHAMPIONSHIP DECALS

As per Championship Regulation 5.17

5a.17.1 All competing cars must carry such decals and/or logos as may be required by the Clubmans Register from time to time.

5a.18 TECHNICAL REGULATIONS – CLASS D – CLASSIC FORMULA 1300cc

5a.18.1 DESCRIPTION Class D

Two-seater open Formula 1300 sportscars manufactured and raced before 31.12. 2000, front or rear-engined, equipped with cycle type front mudguards. All enveloping bodywork is not permitted.

5a.18.2 CHASSIS Class D

5a.18.2.1 No restrictions on build or construction, but proprietary rear-engined cars such as Chevron, Lola, March etc. are not permitted. Proprietary front-engined cars are restricted to those built and raced before 31st December 1980.

5a.18.2.2 Chassis may be updated to 31st December 1980 on proprietary front engined cars. No carbon fibre or Kevlar is permitted to be used as part of or affixed to any chassis structure save in conformity with 5.18.3.10 below.

5a.18.2.3 No under car venturis of any type are allowed. Multi element rear wings are not permitted unless used as original equipment

5a.18.3 BODYWORK Class D

5a.18.3.1 There must be only one cockpit space for both driver and passenger, the opening of which must be large enough to accept, with its longest side transversely, a horizontal quadrilateral frame with

hinged joints and one side 81.3cm (32”) long, two opposite sides 45.7cm (18”) and the fourth side 63.5cm (25”).

5.a18.3.2 In checking the cockpit openings any obstruction caused by bracing members for a roll over bar may be ignored.

5a.18.3.3 In addition, it must be possible to drop into the cockpit at right angles to the longitudinal centre line of the car, an inverted U shaped member with legs 76.2cm (30”) apart within 76mm (3”) of floor level.

5a.18.3.4 The passenger space exclusive of seat if fitted, measured at floor level must be at least 27.9cm (11”) wide at the rear of the cockpit and at least 91.4cm (36”) in length to the front of the footwell which must be at least 15cm (6”) wide with a minimum vertical height of 25.4cm (10”) over this area.

5a.18.3.5 The passenger space must remain clear of any obstruction other than a fire extinguisher and roll over bar brace

5a.18.3.6 If a seat structure is incorporated in this space, it must be no higher than 17.8cm (7”) above the 91.4cm (36”) floor line and at least 12.7cm (5”) clear of any structure over any part of the passenger space.

5a.18.3.7 Rear aerofoils to the following dimensions are permitted, to the width of the rear bodywork including rear wings of 150cm (59”), whichever is less, chord 40cm (15.7”) maximum. Rear overhang including all bodywork must not exceed 85cm (33.5”) measured from the centre line of the rear wheels.

5a.18.3.8 Aerofoil devices ahead of the front wheels must be below the top of the front wheel rims and not exceed in width the centre line of the front tyres, they must form a continuous part of the bodywork.

5a.18.3.9 The maximum height of bodywork with Driver aboard including aerofoils but excluding safety roll over bar must not exceed 90cm (35.4”) measured vertically from the ground.

5a.18.3.10 No carbon fibre or Kevlar is permitted in any bodywork structure with the exceptions only of:

- a) a flywheel scatter shield mounted as an addition to non-carbon fibre non-Kevlar internal panelling
- b) seat
- c) prop-shaft tunnel
- d) other detachable non-structural driver protection conforming with Regulation 5.3.5
- e) flat sheet form securely affixed to, but easily removable from, the faces of vertical chassis sides
- f) fuel tank protection

5a.18.4 ENGINE: Class D

5a.18.4.1 Engine type - Class D

Engines must either be Ford 1300cc pushrod OHV or Ford 1.6 type CVBH of British manufacture

5.a18.4.2 Ford 1300cc pushrod OHV; The following restrictions apply:

- a) The crankshaft must be cast iron
- b) A Ford cast iron five bearing block must be used

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- c) Bores must not exceed 82.7mm (81mm original bore + 1.5mm rebore allowance + 0.2mm wear allowance)
- d) Swept volume must not exceed 1354cc measured at the point of maximum ring travel
- e) All five main bearings must be used with standard main bearing caps
- f) Connecting rods are free provided they are made of ferrous metal
- g) A standard Ford iron cylinder head must be used
- h) Ports and combustion chambers may be modified by the removal of material
- i) Ports must remain in their original position in the side of the head.
- j) There must be no more than two valves per cylinder and these must remain in parallel with each other and the centre line of the bores in all planes.
- k) The camshaft is free, but must remain in the manufacturers original position, be manufactured from cast iron, retain chain drive and be the sole means of operating the push rods and valves.

5a.18.4.3 The following modifications are prohibited:

- a) No material may be added to the crankshaft other than for the reclaiming of damaged bearing surfaces.
- b) Crankshaft stroke must not exceed 63.0mm
- c) The addition of material to the cylinder head in any form other than replacement of valve seats or guides is prohibited
- d) Down draft cylinder heads are prohibited
- e) Push rods made from, or using elements of carbon or titanium are prohibited

5a.18.4.4 Engine location is free

5a.18.4.5 Oil and liquid cooling systems are free provided the radiators are within the overall periphery of the vehicle

5a.18.4.6 Induction systems may be of the following two options, but forced induction, fuel injection and external side throttles are prohibited

- a) Inlet manifolds are free
- b) Carburation may be either twin Weber 40DCOE or twin Dellorto 40DHLA carburettors and the following must remain as standard to those carburettors
 1. The bore of the carburettor immediately downstream of the carburettor butterfly must not exceed 40.1mm
 2. The throttle butterflies must be retained and their position in the body of the carburettor may not be changed
 3. Main venturis up to 34mm may be used and their position in the carburettor may not be modified. (Note that standard 34mm venturis usually exceed the stated size - the use of smaller venturis opened out to the maximum size is recommended)
 4. Standard Weber and Dellorto auxiliary venturis must be used and their position in the carburettor body relative to the main venturis may not be modified.
 5. Any standard size of auxiliary venturi is permitted Slide throttles (in any position) are prohibited
- c) Alternatively, engines may have a single restrictor of maximum bore 34mm, fitted between the carburettor and the inlet manifold. If removable the carburettor choke may form the restrictor, but no allowance will be made for jet carriers etc.

5a.18.4.7 Ford 1.6 type CVH; E) Ford 1.6 type CVH/1.4. The engine must be Ford 1.6 type CVH/1.4 engine code LPA or LUA of British Manufacture.

5a.18.4.8 Modifications Permitted

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- i) Production tolerances are permitted provided the bore does not exceed 81.1mm (standard 80mm bore + 1.0 mm rebore allowance + 0.1mm wear allowance) and the swept volume does not exceed 1643cc measured at the point of maximum ring travel.
- ii) The standard Ford crankshaft of 79.52mm stroke must be used. Spot machining to achieve balance is permitted as are polishing, tuftriding, shotpeening and shot blasting. Machining to enable fitting the first motion shaft and flywheel is permitted.
- iii) Pistons must be standard Ford part no 6098522 (XR3), AE part no 20760 or KS part no 93363. Alternatively the standard Ford CVH 1300 pistons (Part no 81SM6102CA or 81SM6102GA, AE part no 20761, or KS part no 93362) may be used. All three rings must be used. Piston crowns and valve pockets may be modified by the removal of material. It is permitted to remove material from below the lowest point of the gudgeon pin to achieve balance.
- iv) Connecting rods must be standard Ford production part and may be modified by any means on all surfaces other than that inside the 'H' section. Surface treatment and bolts are free.
- v) The cylinder head must be from either the standard 1.6 litre engine code LPA or from the XR3 engine code LUA. It is permissible to reshape the ports by removal of material.
- vi) The valves must remain in the standard production position. It is permitted to repair damaged valve seats and guides.
- vii) The camshaft must be from the Ford XR3 (carburettor model or mechanical fuel injection models only, part no's: 1614767 or 6186554), or Kent Cams part no KC 7501614767 or KC 7506186554 or Piper Cams part no 750XR2/3 and remain entirely unmodified; it must be fully machined and ground by the Ford Motor Company, Kent or Piper. Tuftriding and/or parkerising is permitted.
- viii) The standard hydraulic tappet must be used.
- ix) Standard valve spring retainers, rockers and rocker bearings must be used. Shims, valve springs and valves are free. ix) Offset dowels, keys or Vernier timing sprockets are permitted.
- x) Flywheel and clutch are free.

5a.18.4.9 Modifications Prohibited

- i) The addition of material in any form and by any means to the cylinder head is prohibited.
- ii) It is prohibited to grind camshafts from blanks, to regrind or to re-profile.
- iii) it is not permitted to modify any of the component parts of the tappet or to add material by any means. Solid tappets are not permitted.

5a.18.4.10 Induction Systems

Air filtration system is free.

- i) Inlet manifolds and carburettors are free.
- ii) Slide throttles and/or fuel injection are not permitted.

5a.18.4.11 Ignition systems

Distributor is free, must be used and remain in the standard position; it must be the sole ignition system. A rev limiter is permitted. No engine management system is permitted. Only ignition systems that use only one trigger, inside the distributor or external, to initiate the low tension current will be permitted. Any system that requires more than one sensor or input to provide another signal/voltage for any electronic/microprocessor control system will not be permitted.

5a.18.5 SUSPENSION Class D

Shock absorbers with separate reservoirs are not permitted. Suspension can only be as fitted up to 31.12.80 on proprietary front engined cars. Later types, such as Mumford or Tam are not permitted.

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5a.18.6 TRANSMISSION Class D

5a.18.6.1 The gearbox must include an operable reverse gear, capable of being engaged by the driver whilst normally seated in the car and must also contain no more than four forward gears

5a.18.6.2 Gearboxes and transaxles with rapidly interchangeable ratios are permitted subject to a declaration at the beginning of each season of the ratios to be used throughout the season

5a.18.6.3 One change of each ratio will be permitted during the season providing a declaration in writing is made prior to competing, to the F1300 Class Drivers Representative, who will be responsible for verifying that competitors are observing this regulation

5a.18.6.4 Automatic transmission, torque biasing or limited slip differentials, non-standard magnesium alloy bell housings, gearbox casings or tail shaft housings are prohibited

5a.18.7 ELECTRICS Class D

5a.18.7.1 A starter and battery are mandatory. No further electrical equipment required

5a.18.7.2 Electronic data logging is not permitted

5a.18.8 BRAKES Class D

Only twin piston callipers of no more than 2" diameter are permitted, these may be manufactured from either iron or alloy no other material is allowed. Carbon brakes and / or pads are not permitted.

5a.18.9 TYRES Class D

5a.18.9.1 Slick Tyres: As 5a.13.1

5a.18.9.2 Wet Tyres: As 5a.13.2

5a.18.10 WEIGHTS Class D

There are no weight limits

5a.18.11 FUEL Class D

Pump fuel which conforms to Motorsport UK definitions must be used

5a.18.12 SILENCING Class D

Silencing must conform to current Motorsport UK requirements

6. APPENDICES

COMMERCIAL REGULATIONS AND UNDERTAKINGS

The following Commercial Regulations are "contractual" between the Entrant and / or Driver and the Organisers and / or Promoters and are not considered by Motorsport UK. Accordingly, the application of these Commercial Regulations by the Organisers and / or Promoters will not be subject to the Judicial processes of either the Championship Stewards and / or the Motorsport UK / MSC.

6.1 Race Organising Clubs and Contacts:

MotorSport Vision Racing (MSVR)
MotorSport Vision Ltd., Brands Hatch Circuit, Fawkham, Kent, DA3 8NG
Tel: +44 (0)1474 875318

Championship Co-ordinator:
Peter Richings
E: cspentries@gmail.com

Clubmans Register:

Championship Registrar:
Peter Richings
Tel: 07714 725220
E: cspentries@gmail.com

Championship Eligibility Scrutineer

Tony Harman
E: haggispeed@hotmail.co.uk

6.2 Commercial Undertakings:

6.2.1 Drivers may put their own advertising on the car subject to meeting the relevant MOTORSPORT UK regulations and the approval of the Clubmans Register from time to time and which may be withdrawn in its entire discretion.

6.2.2 No display may contain offensive material.

6.2.3 Competing cars must carry Championship decals as required from time to time by any of the Championship Organisers and/or the Clubmans Register.

6a.2 COMMERCIAL UNDERTAKINGS SPECIFIC TO CLASSIC CLUBMANS CLASSES

6a.2.1 The intention of these Classes of the Clubmans Sports Prototype Championship is to re-create the period cars prepared with due consideration to period detail and historical accuracy. General preparation should be to the highest possible standard to match those expected by the Clubmans Register generally and Art.5.18.4 applies.

6a.2.2 Cars are required to be registered on official Clubmans Register Classic Clubmans Identity Papers, these must be supplied with any requisite authenticating information and photographs to the Classic Clubmans Championship Eligibility Scrutineer, to whom all questions on eligibility should be addressed. Any points scored by an un-registered car will be considered provisional until that car has been approved and registered. This process must be completed within three races from the first race appearance of that car for the points to be confirmed.

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6.3 APPENDIX ONE – RACE WITH RESPECT



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

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

Motorsportuk.org/racewithrespect
#RaceWithRespect

The values

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

I pledge to #RaceWithRespect and:

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

Any breach of these obligations may result in disciplinary action.