



# ***TOYO TIRES***

## **RACING SALOONS**



## 1. SPORTING REGULATIONS - GENERAL

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#### 1.1 Title & Jurisdiction:

The 2022 TOYO TIRES RACING SALOONS is a series of standalone races organised and administered by **MotorSport Vision Racing** in accordance with the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Series Regulations.

Series Permit: RS2022/008  
Race Status: Interclub

#### 1.2 Officials:

1.2.1 Co-ordinator:  
Julian Newman

1.2.2 Series Eligibility Scrutineer:  
Nigel Hoyle

1.2.3 Series Stewards:  
Rick Smith  
Bill Shewan  
Mike Dixon  
Chris Norman  
Any three of the above may reach a decision.

1.2.4 Clerk of the Course: Simon Gnana-Pragasam or his appointed deputy

#### 1.3 Competitor Eligibility:

##### 1.3.1 Entrants must:

- a) be fully paid up valid membership card holding members of the Project 8 Racing Club & MSVR and
- b) be Registered for the Series and
- c) be in possession of a valid MOTORSPORT UK Entrants Licences.

##### 1.3.2 Drivers and Entrants must:

- a) Be current Members of the Project 8 Racing Club and MSVR and
- b) be Registered for the Championship and
- d) be in possession of valid Competition (Racing) Race Club Status Licence, as a minimum or
- e) be 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. (H25.2.1. applies)

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

1.3.4 Membership of MSVR is free on entry into any race for the series.

#### 1.4 Registration:

1.4.1 All drivers must register as competitors for the series by returning the Registration Form with the Registration Fee to the Co-ordinator prior to the Final Closing date for the first race being entered.

1.4.2 The Registration Fee is £50 - Made payable to:- Project 8 Racing Club

1.4.3 Registrations will be accepted from 1st February 2022 until the closing date for entries to the final round.

1.4.4 Registration numbers will be the permanent Competition numbers for the Series.

### 1. SPORTING REGULATIONS - GENERAL

#### 1.5 Series Events:

The 2022 **TOYO TIRES RACING SALOONS Series** will be held over 12 Races at the following six race meetings:

<b>Date</b>	<b>Circuit</b>	<b>Organising Club</b>	<b>Races</b>
9-10 <sup>th</sup> April	Donington Park National	MSVR	2
23-24 <sup>th</sup> April	Silverstone National	MSVR	2
21-22 <sup>nd</sup> May	Cadwell Park	MSVR	2
18-19 <sup>th</sup> June	Snetterton 300	MSVR	2
6-7 <sup>th</sup> August	Brands Hatch Indy	MSVR	2
8-9 <sup>th</sup> October	Snetterton 300	MSVR	2

1.6 **Scoring:** TTRS is a series of standalone races with no accumulation of points.

#### 1.7 AWARDS

1.7.1 Trophies are to be provided for presentation at the end of each race or at an end of the meeting presentation ceremony.

1.7.2 Entertainment Tax Liability.

In accordance with current government legislation, Project 8 Racing is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women.

That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or Eire. This means that, as the organiser, Project 8 Racing 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:- The Inland Revenue, Foreign Entertainers Unit, Centre for Non-Residents, St John's House, Merton Road, Merseyside L69 9BB. Tel: 0151 472 6488 Fax: 0151 472 6483.

1.7.3 Title to all Trophies:

In the event of any Provisional Results being revised after any provisional presentations and such revisions affect the distribution of any awards the Competitors concerned must return such awards to the Series Coordinator in good condition within 7 days.

## 2. SPORTING REGULATIONS - SERIES RACE MEETINGS & RACE PROCEDURES

### 2.1 Entries:

2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry closing dates which shall be announced in the Supplementary Regulations uploaded onto the MSVR website.

- 2.1.2 Incorrect or incomplete entries (Including Driver to be Nominated Entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Meeting 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 Event Secretary in writing. If Driver/Vehicle changes are made after publication of Entry Lists with Final Instructions, the Competitor concerned must apply for approval of acceptance by the Stewards of the Meeting BEFORE Signing-On.
- 2.1.4 In the event of any rounds being oversubscribed the Organising Clubs, in liaison with the Project 8 Racing may at their discretion run Qualification Races. For Qualification Race Procedures see Article 2.11 of these Regulations.
- 2.1.5 Reserves are to be nominated on the Final List of Entries published with Final Instructions or Amendment Sheet Bulletins. All Reserves (within the limits of the track licence) will practice and replace withdrawn or retired entries in reserve number order irrespective of class. If Reserves are given Grid Places prior to issue of the first Grid Sheets for any round the times set in Practice shall determine their grid positions. If Reserves are given places after publication of the grid sheet and prior to cars being collected in the Official "Assembly Areas" they will be placed at the rear of the Grid and be started without any time delay. Otherwise, they will be held in the Pitlane and be released to start the race after the last car to take the start has passed the start line or pit lane exit, whichever is the later. Such approval to start MUST be obtained from the Clerk of the Course.

## 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.

## 2.3 Qualifying Practice:

- 2.3.1. Should any Practice session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session; the decision of the Clerk of the Course shall be final.
- 2.3.2. Each driver shall complete a minimum of 3 laps in the car to be raced, and in the correct session, in order to qualify (MOTORSPORT UK Regulation Q12.4).

## 2.4 Races:

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race (Q5.4.)

## 2.5 Starts:

- 2.5.1 All race start countdowns are to have a minimum elapsed period of 3 minutes from the time all cars are released from the Assembly Area to the grid for the start of any Green flag Lap(s) in the formation as specified on the Track Licence for each circuit.
- 2.5.2 The minimum Countdown procedures/audible warnings sequence shall be:-

Standing Start

Start Procedure: **In normal circumstances there will not be a green flag/formation lap.**

1. A 'one minute' board will be shown on the startline; engines should be started at this stage.
2. '30 second' board will be displayed followed by
3. A '5 second' board;

4. Approximately 5 seconds after this board is withdrawn the red lights will be switched on; after between two seconds and seven seconds they will be switched off to start the race.

- 2.5.3 Any cars removed from the grid after the 1-minute stage 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 the later.
- 2.5.4 Any drivers unable to start are required to indicate their situation as per MOTORSPORT UK Regulation Q12.11.2.
- 2.5.5 In the event of any starting lights failure the Starter will revert to use of the National Flag.

**Any change in the above procedure will be detailed in Final Instructions, by bulletin or by drivers briefing.**

## 2.6 Session Red Flag

Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Start line and RED FLAGS will be displayed at the Start line and at all Marshals Signalling Points around the Circuit.

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

Cars may not enter the Pits unless directed to do so. Work on cars already in the pits must cease when a race is stopped.

## 2.7 Pits, Paddock & Pitlane Safety:

- 2.7.1. Pits & Paddock: Competitors must ensure that the MOTORSPORT UK, Circuit Management and MSVR Safety Regulations are complied with at all times.
- 2.7.2. Pitlane: The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take all due care and respect the pit lane speed limits.
- 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 km/h unless otherwise notified.

## 2.8 Race finishes:

After taking the Chequered Flag drivers are required to:

- I. progressively and safely slow down
- II. remain behind any competitors ahead of them,
- III. return to the Pit Lane Entrance/Paddock Entrance as instructed,
- IV. comply with any directions given by Marshals or Officials
- V. keep their helmets on and harnesses done up while on the circuit or in the pitlane.

## 2.9 Results:

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

## 2.10 Timing Modules

- 2.10.1 All competitors will be required to fit Electronic Self Identification Modules to their cars for the purposes of accurate timing. It will be the responsibility of the competitor to fit these in the car in the position and manner specified. The Modules must be in place and functioning correctly for all qualifying, practice sessions, and races. The setting and servicing of these items must only be carried out by properly authorised MOTORSPORT UK licensed Timekeepers. Competitors will be charged by the timing company for replacement of the Modules due to misuse or loss at any time during the season.
- 2.10.2 Competitors may not place electronic timing equipment within five metres of the official Start, Finish or any other official timing lines at any event or test session/day. Any such equipment placed within these zones will be removed.
- 2.11 **Qualification Races:** In the event of the need for any qualification races, the procedures will be as published in the Final Instructions for the events concerned.
- 2.12 **Operation of Safety Car**  
The Safety Car will be brought into operation and run in accordance with Section Q, Appendix 3 of the MOTORSPORT UK Yearbook.
- 2.13 **ONBOARD CAMERAS MOTORSPORT UK Regulation J5.21 refers. See also Article 5.18 of these regulations**

## 3 SPECIFIC SERIES REGULATIONS

### 3.1 Motorsport UK Respect Code

By registering for the Series all competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code.

- 3.1.1 Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to Motorsport UK.
- 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 Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at [www.motorsportuk.org/resource-centre](http://www.motorsportuk.org/resource-centre) by selecting Policies and Guidelines.

## 4. SPECIFIC SERIES 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 – C3.5.2

For infringements deemed to be of a more serious nature the Clerk of the Course and/or Stewards of the Meeting are to invoke the provisions of Regulation C3.5.1 (c).

#### 4.1.3. **Additional specific penalties:**

Infringements of non-technical MOTORSPORT UK Regulations and the Sporting Regulations issued for the Challenge in accordance with the 2022 MOTORSPORT UK Judicial Procedure Regulations, as amended by these Regulations.

In order to maintain standards of conduct, the series coordinator will monitor all officials/observers reports of adverse behaviour at race meetings. If any individual is included on two such reports during one racing season the series coordinator will notify the organisers who will issue a written warning that his/her driving behaviour is to be specifically observed at future race meetings. Any adverse reports during this period of observation could result in official MOTORSPORT UK action & will result in a series steward's enquiry, with possible refusal of further race entries or other sanctions as seen fit.

4.1.4 The Clerk of the Course may impose a Stop & Go or Drive Through penalty for infringements of the regulations in accordance with MOTORSPORT UK Regulation Q12.6 (a-h).

4.1.5 The Clerk of the Course may impose a grid position penalty for the next race or races of the Series for infringements of the regulations.

4.1.6 The Clerk of the Course may impose such penalties as appropriate according to the powers granted to him in G5.3.

#### 4.2 **Infringements of non-technical MOTORSPORT UK Regulations and the Sporting Regulations:** As per 2022 MOTORSPORT UK Judicial Procedure Regulations.

## 5. **TECHNICAL**

### 5.1 **Introduction:**

The following technical regulations are set out in accordance with MOTORSPORT UK specified format and it should be clearly understood that if the following texts do not clearly state that you can do something you should seek clarification from the series organisers prior to making any changes.

The organizers reserve the right to modify these series regulations as appropriate to ensure close competitive racing at all times.

### 5.2 **Description:**

5.2.1 "Racing Saloons" are **approved** two wheel drive, four seater saloon, Hatchback, Coupe and sports racing cars of which more than 5000 examples were manufactured in any 12 month period during the overall production run. **\*Cars not meeting the above criteria may be eligible subject to the series organiser's approval. Such approval must be sought in writing prior to the first race entered.**

5.2.2 To enable more drivers wishing to race with cars of similar performance to join the series and which do not meet the specific regulations herein, cars will not necessarily sit within the capacity classes shown below. The club committee will determine the relevant class dependant on performance. Entrants and drivers must accept this as a precursor to racing with P8R.

It is the intention of the Project 8 Racing Club to continue to monitor performance of cars in the various classes and reserves the right to make changes during the season which may be required in order to balance performance. These may be a combination of, but are not limited to, a change of class, reduction of turbo boost limit, additional weight.

The responsibility to prove eligibility is that of the entrant at all times. The series organisers in conjunction with the Series Eligibility Scrutineer shall determine matters as to the eligibility and the implementation which may involve photographing any part of the vehicle and performing electrical diagnostics at the scrutineer's discretion.

5.2.3 Unless specifically permitted in these regulations, all components must be to original equipment specification for the model entered.

5.2.4

5.2.4 Cars will run in five classes initially based on production capacity:

Class A Over 3401cc+  
Class B 2501cc to 3400cc,  
Class C 1801cc to 2500cc  
Class D 1501cc to 1800cc  
Class E Up to 1500cc

The following rules will also be applied **cumulatively**;

- Forced induction is subject to an equivalency factor of 1.5
- Rotary engines are subject to an equivalency factor of 1.8
- Naturally aspirated cars with 2 valves per cylinder are subject to an equivalency factor of 0.85
- Diesel engined cars will be treated as 2 valve engines above.

Cars running dry sump systems and/or those running ITBs (Individual Throttle Bodies) which were not fitted in production will move up one class.

5.2.5 Cars must be presented to a high standard. Unpainted panels, unrepaired damage or cars not achieving a satisfactory level of preparation and presentation, as judged by the series Eligibility Scrutineer, may receive a warning and may ultimately result in exclusion.

5.2.6 Presentation for a vehicle for scrutineering is a declaration by the entrant that the vehicle is eligible for that event and fully complies with the series regulations.

### 5.3 **Safety Requirements:**

All vehicles regardless of engine capacity must be fitted with a full rollcage to a minimum of MOTORSPORT UK Yearbook drawings No. 4, No. 5 or No. 6. Additionally, safety doorbars are mandatory.

All vehicles must comply with the minimum prevailing MOTORSPORT UK safety requirements in the following Articles of MOTORSPORT UK 'Section K Competitors: Safety':

K 1.2.1 & K 1.2.2 – ROPS (Roll over protection systems) general safety specifications  
K 1.2.3 – ROPS, compulsory diagonal bar  
K 1.3.5 – ROPS, optional reinforcement  
K 2.1.1 - K 2.1.4 – Seat belts, 4, 5 and 6 point harnesses  
K 3.1 – Fire extinguisher  
K 5.1 & K 5.2 – Red warning light  
K 6 – Fuel tanks & fillers  
K 8 – External circuit breaker  
K 9 – Race Overalls (in particular, K9.1.1)  
K 10 – Crash helmets



## K 13 – Head restraints

A link to the current Motorsport UK Competitors & Officials Yearbook can be found here:

<https://www.motorsportuk.org/News-Publications/Publications/Yearbook>

### 5.3.1 Safety Harnesses

In order to maintain the integrity of the harness system in the event of an accident, it is recommended that these should be a minimum of five-point attachment, in accordance with Motorsport UK Regulation Q13.10.2

The use of an approved FHR device is mandatory. To ensure correct seat belt mounting and fitment when using a HANS device, please refer to the document published by the FIA Institute for Motor Sport Safety entitled “Guide for the use of HANS in international motor sport”

### 5.3.2 Seats

It is strongly recommended that seats have side wings or side head restraints to take account of lateral forces.

## 5.4 General Technical Requirements & Exceptions:

5.4.1 All vehicles must comply with the relevant sections of the MOTORSPORT UK Yearbook Section J, Q (Tech Regs), up to and including Q13.11.5

5.4.2 Competitors registering in this Series do so in the full knowledge that the organisers reserve the right to require the Series Eligibility Scrutineer to carry out, record and enforce eligibility checks which may include the sealing of component(s) for subsequent checking. The costs of such checking shall be borne by the series organisers but the organisers shall not be liable for the costs of stripping or reassembly or rebuilding of vehicles after the checks have been carried out.

5.4.3 Where these regulations call for original components or pattern parts these must be to the manufacturer's original specifications for that model as catalogued by the manufacturer or importer.

5.4.4 Advertising on vehicles is subject to requirements set out in MOTORSPORT UK Yearbook (Q13.10.2 and H28 & H29 in particular.

5.4.5 All vehicles must comply with MOTORSPORT UK General Technical Regulations and the relevant parts of the MOTORSPORT UK Yearbook except where specified below.

5.4.6 Any component listed on the MOTORSPORT UK or FIA (or national equivalent for foreign cars) homologation papers for use in Group 'N' during the series production of that model may be substituted for the original production component, save that no component may be substituted which serves to alter the shape or size of the bodyshell and/or panels themselves or increases the capacity of the engine beyond that which was in production or homologated. Optional equipment is to be submitted to the series organisers for possible inclusion on a vehicle-by-vehicle basis. The responsibility to prove eligibility is always that of the entrant as set out in 5.2.2.

5.4.7 Nuts, bolts, washers and locking devices are free.

5.4.8 Vehicles must be fitted with a wide-angle interior and at least two externally mounted rear view mirrors.

5.4.9 Engines may be sealed at any time by a Licensed Eligibility Scrutineer and only by written permission in advance from the series organisers or series Eligibility Scrutineer may seals be broken.

## 5.5 Chassis:

- 5.5.1 Chassis and chassis members must remain as originally manufactured and lightening or reducing of chassis or chassis member strength is prohibited save that the spare wheel well may be removed for the sole purpose of the fitting of a fuel tank in the boot area.  
A steel plate of at least the thickness of the metal removed must cover any remaining aperture.
- 5.5.2 Addition of material to strengthen the chassis and seam welding is permitted.
- 5.5.3 Minimum ground clearance is 40mm.
- 5.5.4 Steering wheels and steering columns are free.
- 5.5.5 Foot controls and their linkages are free but must comply with MOTORSPORT UK Yearbook regulations.
- 5.6 Bodywork:**
- 5.6.1 Bodywork must be complete and standard in shape and silhouette, material and thickness on all exterior surfaces except that the bonnet, bootlid, doors and spoiler may be replaced with lightweight replicas and any non-metallic panel may be replaced with a fibreglass or carbon fibre replica. In the case of a hatchback the hatch may be carbon fibre or fibreglass, but the glass must be retained. The original steel bonnet, bootlid or hatch may be modified to reduce weight providing that the visible exterior surface remains as manufactured. Where original materials are unobtainable, local repairs of adequate strength may be made using modern equivalents. Replacement of panels with non-original material is otherwise prohibited. Any replacement panels must be securely fixed.
- 5.6.2 Front screens must be glass
- 5.6.3 The removal of exterior decorative strips and bumper overriders is permitted. Reworking or modification to exterior bodywork is prohibited but any part of the arch/wing pressing folded into the wheel arch may be deformed, but not removed, to give clearance to the tyres. Any item below the centreline of the wheel must not project beyond a line drawn at 45 degrees to the horizontal and tangential to the bodywork (not including overriders).
- 5.6.4 All internal panels and subassemblies must remain as originally manufactured, save that interior door cards may be removed or replaced subject to meeting MOTORSPORT UK requirements. Strengthening is permitted. Battery trays and their supports may be removed.
- 5.6.5 Interior:
- a) These regulations require the retention of the dashboard. In the habitable, floor carpets, under felt, sound deadening, headlining, front and rear parcel shelves, centre consoles, the front passenger and rear seats and trim in the boot/luggage compartment may be removed.
- b) Instrumentation is free.
- c) Driver's seat is free subject to MOTORSPORT UK requirements and the driver must be located entirely to one side of the centre line of the car.
- d) Heaters and interior ventilation systems may be removed.
- 5.6.6 The original boot and bonnet hinges and fasteners may be removed and are free but the original bonnet and boot shut lines must be as in production.
- 5.7 Engine:**
- 5.7.1 The engine must be located in the original position.

- 5.7.2 Radiators are free but must remain in their original location.
- 5.7.3 Oil coolers and additional water radiators are permitted provided they are located within the periphery of the bodywork.
- 5.7.4 The exhaust system is free subject to MOTORSPORT UK requirements.
- 5.7.5 The organisers reserve the right to introduce or modify the size of intake restrictors, and/or intercooler requirements for forced induction engines.
- 5.7.6 Inlet and exhaust manifolds are free.
- 5.7.7 It is permissible to remove metal from original cylinder blocks and heads.
- 5.7.8 Fuel pumps and fuel tanks are free subject to MOTORSPORT UK requirements.
- 5.7.9 All other engine components are free.
- 5.7.10 Engine Sealing: Wire or paint may be used. To allow for scrutineers wire seals, every installed engine must have 1/16" holes drilled in readily accessible locations:
  - A - Sump: Cross drilled through two adjacent retaining screws or studs.
  - B - Rocker/cam cover: Cross drilled through two adjacent retaining screws or studs.
- 5.7.11 Engines may be sealed from the car's first event. Thereafter the seals must be always in place. If a seal needs to be removed for any reason, the entrant must inform the series Eligibility Scrutineer who will then re-seal at the first opportunity.

## 5.8 Suspension:

### 5.8.1 PERMITTED MODIFICATIONS

Modification to the suspension is subject to the following conditions:

The spring and damper configuration and all of the original mounting points must be retained and used in the operation of the suspension except that coil over dampers may be used with adjustable spring platforms.

The replacement of bushes by adjustable spherical bearings is only permitted on the following:  
The top mounts of the front dampers, the top and bottom of the rear dampers, and the anti-roll bars.

All other bushes and bearings may either be as originally supplied; replaced by spherical bearings or with the rubber replaced by nylon or nylatron type material.

Dampers are free providing they are mounted on the original mounting points.

Anti-roll bars and their mountings and shape and material are free providing they fit directly on to the original body/chassis mounting points and the mobile suspension units.

### 5.8.2 PROHIBITED MODIFICATIONS

No other additional suspension components are permitted.

## 5.9 Transmission:

- 5.9.1 The gearbox must remain in the original position. Vehicles must use either the original production type of gearbox or the homologated alternative.
- 5.9.2 Gear ratios and type are free but gearboxes and transaxles with rapidly interchangeable ratios are prohibited.
- 5.9.3 Only the original production or homologated (Group N) number of ratios and overdrives may be fitted.
- 5.9.4 The rear axle must remain in its original position.
- 5.9.6 The final drive ratio is free.
- 5.9.7 Mechanical limited slip or torque biasing differentials are permitted.
- 5.9.8 Sequential gearboxes are prohibited. Any form of electronically assisted launch or traction control is prohibited. If available in production, they must be disabled.

#### **5.10 Electrical:**

- 5.10.1 Electrical equipment is free provided that a generator, battery, and starter are fitted and in full working order at all times.
- 5.10.2 Headlights, taillights, and stop lights must be in full working order and/or any replacement lights fitted in the original position. Windscreen Wiper(s) and High intensity rear light to MOTORSPORT UK requirements must be fitted and in full working order.

#### **5.11 Brakes:**

- 5.11.1 Brake systems are free (though see 5.12.1) save that carbon or ceramic disks, and ABS systems are prohibited unless fitted in production, in which case they must be to production specification. Ducting for the purpose of cooling brakes or removing dust is permitted provided it is not visible outside the car, serves no other purpose and if beneath the car, does not project beyond a line drawn at 45 degrees to the horizontal and tangential to the bodywork (not including overriders). Modification or removal of brake back plates is permitted.
- 5.11.1 Cars must be fitted with an operational hand brake.
- 5.11.2 Brake lights must be operational and operated only by the brake pedal without a delay. The high intensity rear light must not be operated by the brake pedal.

#### **5.12 Wheels and Tyres:**

##### **5.12 Wheels:**

- 5.12.1 Road wheels must be no greater diameter than 18", fastened to their hubs by the original number of studs/bolts. Centre locking wheels and their hubs are prohibited. Material is free.

Maximum permitted rim width is 10 inches:

##### **5.12.2 Tyres**

The control tyre for the series is the Toyo Proxes R888R (GG Compound).

- a. No modification to tread pattern or depth is permitted.
- b. There may be a requirement to permit an agreed waiver for vehicles for which no suitable Toyo R888R (GG Compound) is available.

**5.13****5.13 Weights:****Minimum weights**

Though free, the entrant must submit a declared minimum weight which may be used at the organisers discretion to evaluate class suitability

Weight is defined as the whole vehicle, including all consumables and fluids, at the end of each race or qualifying session entered, including the driver in full racing kit. The declared weight figure for eligibility must not include any success ballast or penalty ballast issued for forced induction, or non-conformance.

The series organiser reserves the right to increase or decrease minimum weight for eligible cars as appropriate.

These are true minimum weights with no tolerance and all cars must comply at all times

To assist with and increase the speed of scrutineering checks, the permitted minimum weight in kilograms must be clearly displayed in the lower corner of both rear side windows or C pillars in digits not less than 30mm high.

**5.14 Numbers and Series Decals:**

5.14.1 Only competition numbers as allocated by the series Registrar shall be displayed in accordance with MOTORSPORT UK regulation Section J Drawing no 4 and shall remain as allocated until the end of the season in question.

5.14.2 All vehicles must display the series advertising material associated with a Series sponsor as required by the series.

5.14.3 Rear windows may be covered with championship or personal sponsor livery to a maximum depth of 250mm from the top of the window, measured from the centerline of the vehicle and must also comply with Q13.2.2

- 1) Windscreen Screenstrip - will be supplied.
- 2) Rear Screen top - will be supplied
- 3) MSVR decal on each side of the car - will be supplied.
- 5) MSVR badge on drivers race suit if available
- 6) Others TBA

**5.18 ONBOARD CAMERAS**

5.18.1 All competitors will be required to carry an on board in car camera for the primary purpose of safety. Footage from the cameras may be used where there is an incident which is subsequently brought before the Clerk of the Course for investigation. The decision to review any such video footage is at the discretion of the Clerk of the Course, the Stewards of the Meeting or the Project 8 Racing Club Committee.

5.18.2 Competitors must provide and fit an in-car video recording camera, capable of providing event video images. The camera must be positioned to ensure that the driver, an internal brake light and a clear external view forward are within the recorded images. The images must be stored in MP4 - a common video data format that does not require specialist software in order to be viewed.

5.18.3 MOTORSPORT UK Regulation J5.21 refers

**6. APPENDICES**

The following Commercial Undertakings are not subject to the Judicial procedures of either the Championship Stewards and/or the MOTORSPORT UK/MSC.

**6.1 Race Organising Contacts:**

Drivers Representative: Kieron Lehane [info@p8r.co.uk](mailto:info@p8r.co.uk) or John Willcocks [info@p8r.co.uk](mailto:info@p8r.co.uk)

Series Eligibility Scrutineer: Nigel Hoyle (Please do not telephone after 8.00 pm)

MSVR: Simon Gnana-Pragasam  
Brands Hatch Circuit  
Longfield  
Kent  
DA3 8NG  
e: [simon.gp@msv.com](mailto:simon.gp@msv.com)  
t: +44 (0)1474 875263

**6.2 Commercial Undertakings:**

None

**6.3 Agreed Waivers:**

See 5.12.2

**6.4 MOTORSPORT UK 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](https://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 ensures 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 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.