



SRCC SPORTS 2000 HISTORIC CHAMPIONSHIP SPORTING & TECHNICAL REGULATIONS 2023



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Approval:	SRCC Championship Co-Ordinator	Date:	13/03/2023
Signed:		Name:	H Bates

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the prior written consent of the Club.

SRCC SPORTS 2000 HISTORIC CHAMPIONSHIP SPORTING & TECHNICAL REGULATIONS 2023

The SRCC Sports 2000 Historic Championship is for competitors participating in open Cockpit 2-seater rear engine sports racing car, using the standard Ford 2000 cc single overhead camshaft 'Pinto' engine.

1. SPORTING REGULATIONS - GENERAL

1.1 TITLE & JURISDICTION:

The SRCC Sports 2000 Championship is organised and administered by the Sports 2000 Racing Car Club, in accordance with the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Motorsport UK Championship Permit No:CH2022/R118(D)

Race Status: Interclub

Motorsport UK Championship Grade: C

1.2 OFFICIALS:

1.2.1 Co-ordinator: Heidi Bates, 10 Reeves Close, Whetstone, Leics, LE8 6YQ - 01162752510

1.2.2 Licensed Eligibility Scrutineer: Nigel Thorne 07899 796199

1.2.3 Championship Stewards: Bill Shewan, Brian Hemmings & Mike Dixon

Championship Stewards

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

(G)2.7.1. 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 C.2.1.1 (subject to the rights of appeal provided for in Section C).

(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

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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.

1.3 COMPETITOR ELIGIBILITY:

1.3.1 Entrants must:

- (a) be fully paid up members of the SRCC 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 current Members of the SRCC and
- (b) be Registered for the Championship and
- (c) be in possession of valid Competition "Race Club" status Licence, as a minimum
- (d) Or be in possession of the highest grade of national Race licence or valid FIA International Licence, together with their ASN's written consent ((H)26.2. and FIA ISC Article 2.3.7.b applies)
- (e) 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 Teams must be in possession of a valid Motorsport UK Entrants licence

A Team shall at all times uphold and respect the provisions of the Code, the General Regulations and these Championship Regulations as may be amended from time to time and shall;

- (a) hold a valid Motorsport UK Entrant licence;
- (b) have at least £5 million Public Liability Insurance;
- (c) uphold the values of the Respect Code and all applicable Motorsport UK policies and guidance;
- (d) act in a professional manner at all times and not act or permit any member of the Team to act in such a manner as to bring motor sport, the Championship or Motorsport UK or any its officers and officials into disrespect;
- (e) adhere to the Motorsport UK Safeguarding Policies and guidance documents, complete Safeguarding training when required and ensure that any person undertaking Regulated Activity is the holder of a valid DBS certificate supplied through Motorsport UK;
- (f) adhere to the General Regulations in respect of anti-alcohol and illicit drugs as well as Motorsport UK processes for anti-alcohol and illicit drugs testing;

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- (g) nominate one member of their Team as the Team Representative at each meeting including but not exclusively for the purpose of all judicial proceedings at Events and who shall be present at all judicial proceedings concerning drivers entered under that Team licence in substitution for the driver Parent/Legal Guardian.

1.3.3.1 It is recommended the Team has:

- (a) a designated team member as a 1st 4Sport, Level 2 qualified coach;
- (b) a designated UKAD Certified Advisor. (c) be responsible for carrying out and documenting a risk assessment of their activities; (risk assessment management tool available)

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

1.4 REGISTRATION:

1.4.1 All competitors must register for the championship by returning the Registration Form with the Registration Fee to the Club Secretary prior to the Final Closing date for the first round being entered.

1.4.2 The Registration Fee is £ 195 made payable to: SRCC by Cheque or by BACS to
SRCC
Barclays Bank
Sort Code 20-66-51
Account No. 60593923

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

1.5 CHAMPIONSHIP EVENTS:

~~The Championship will be contested over 14 rounds (7 events) as follows:~~

The Championship will be contested over 11 rounds (6 events) as follows:

The Dijon-Prenois event is a Non-championship event. There is no requirement for the competitors to participate, no championship points will be awarded and it will not count as a dropped round.

<u>Date</u>	<u>Track /Course/ Venue</u>	<u>Permit Grade</u>	<u>Organise</u> r	<u>Race</u> <u>Len</u> <u>gth</u>
15/16 Apr	Silverstone National	D	MSVR	20

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15/16 Apr	Silverstone National	D	MSVR	20
13/14 May	Brands Hatch GP	D	MSVR	25
13/14 May	Brands Hatch GP	D	MSVR	25
10/11 June	Castle Combe	D	CCRC	20
10/11 June	Castle Combe	D	CCRC	20
15/16 July	Donington Park National	D	MSVR	20
15/16 July	Donington Park National	D	MSVR	20
19 Aug	Oulton Park International	D	MSVR	50
16/17 Sept	Donington Park GP	D	MSVR	20
16/17 Sept	Donington Park GP	D	MSVR	20
6/7/8 October	Dijon-Prenois	Non-championship round	YTCC	30
6/7/8 October	Dijon-Prenois	Non-championship round	YTCC	30
6/7/8 October	Dijon-Prenois	Non-championship round	YTCC	30

1.6 SCORING:

1.6.1 Points will be awarded to Competitors listed as classified finishers in the Final Results as follows: -

- (a) Points will be only be awarded to Championship Registered Competitors listed as classified finishers, in the Final Results as follows: for the Overall Historic Championship: 1st- 15, 2nd- 12, 3rd- 10, 4th- 9, 5th- 8, 6th- 7, 7th- 6, 8th- 5, 9th- 4, 10th- 3, 11th- 2 points and each additional finisher 1 point.
Fastest lap 1 point.

For Each Class (A, B&C): 1st- 15, 2nd- 12, 3rd- 10, 4th- 9, 5th- 8, 6th- 7, 7th- 6, 8th- 5, 9th- 4, 10th- 3, 11th- 2 points and each additional finisher 1 point.
Fastest lap 1 point.

Note: Championship Registered Competitors who qualify but are not classified as a finisher in the Final Results will be awarded 1 point (unless the non-classification is due

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to the imposition of a penalty). Overall and Class Championships are scored separately.

- (b) Where two Championship Registered Competitors wish to share a car, then provided that the driver combination is registered with the co-ordinator by the close of entries for their first event, points will be awarded to the driver pair, but not individually. They will appear as a joint entry in the Championship Points. No driver substitution is allowed from the original registered combination.

A driver can only be registered in a single combination, a driver cannot be registered in two different combinations in a single season.

Where only one driver from a registered combination competes in a round, any points scored will be allocated to the registered combination.

- (c) Competitors registered as a single entry wishing to share a car with a Guest Competitor in line with 1.6.5 may do so, but will only receive points in line with 1.6.1 for those rounds where the registered competitor drives.

1.6.2 The totals from all qualifying Events run less ~~12~~ will determine final championship points and positions.

1.6.3 Ties shall be resolved using the formula in (W)1.3.4. in the current Motorsport UK Yearbook.

1.6.4. Where the race distance has been reduced (2.6.) 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 and will:

- (a) be deemed "Guest Competitors"
- (b) not score points and for the purpose of points scoring will be ignored
- (c) qualify for Event awards
- (d) comply with the eligibility criteria as prescribed in Article 1.3. above, with the exception of 1.3.1. (b) and 1.3.2. (b), as appropriate.

1.6.6. Where a combined race for any of the SRCC Sports 2000 Championships, Duratec or Historic, is listed as a Championship Round in the regulations, the following shall apply:

- (a) For Championship Rounds listed as a 'Single Race or Single Standalone Race' there will be a single qualifying session, the grid will be split with the Duratec cars starting in front of the Historic cars and separated by a gap, with the individual grids based on the fastest qualifying times within the relevant championship. A single results sheet will be published but points will be awarded separately, in accordance with the individual championship regulations to cars competing in the SRCC Sports 2000 Duratec and Historic Championships. Thus, the first Duratec car to finish is awarded 15 points, and the first Historic car is awarded 15 points etc. as in 1.6.1.

- (b) For Championship Rounds listed as a 'Double Header' there will be a single qualifying session, the grid will be split with the Duratec cars starting in front of the Historic cars and separated by a gap, with the individual grids based on the fastest qualifying times within the relevant championship, for race 1. Race 2 grid positions will be determined by the overall finishing order of race 1. For Triple Header events the grid for the first race will

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be set by the fastest lap time in qualifying. The grid for the second race will be set by the second fastest lap time in qualifying. The grid for the third race will be the finishing order of Race 2. Non-finishers in race 1 or race 2 in a triple header will be allocated grid positions at the back of the relevant grid and in order of non-finishing i.e. the first car to non-finish will be furthest back on the grid. A single results sheet will be published for each race and points will be awarded separately, in accordance with the individual championship regulations to cars competing in the SRCC Sports 2000 Duratec and Historic Championships. Thus, in each race, the first Duratec car to finish is awarded 15 points and the first Historic car is awarded 15 points etc. as in 1.6.1.

1.7 AWARDS:

1.7.1 All awards are to be provided by the SRC

1.7.2 Per Event: Trophies will be awarded by class, on the number of entries per class, as set out below:
1 Starter No Trophy
2 to 4 Starters 1st only
5 to 6 Starters 1st and 2nd only
Over 7 Starters 1st, 2nd and 3rd

1.7.3 Championship: Championship trophy to the overall championship winner (to be retained for one year). Trophies to 1st, 2nd, 3rd in each Class

1.7.4 Presentations: Awards will be presented at the end of each event, and/or at the end of the Championship at the designated presentation ceremony

1.7.5 Deleted

1.7.6 Title to all Trophies: 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

2. CHAMPIONSHIP EVENT MEETINGS & RACE PROCEDURES

2.1 ENTRIES:

2.1.1 Competitors are responsible for submitting complete entries with the correct entry fee prior to the closing date for entries before each event. Entries are to be submitted via the Motor Sport Vision (MSVR) online entry system. A link to the MSVR entry system will be provided on the SRCC 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

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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 Meeting Organisers in writing. D25.1.12. applies.
- 2.1.4 The Entry Fee for each event shall be specified on the online entry form.
- 2.1.5 Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.

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 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 (General Regulations (Q) 12.4).
- 2.3.3 For Double Header events the grid for the first race will be set by the fastest lap time in qualifying. The grid for the second race will be the finishing order of Race 1.
For Triple Header events the grid for the first race will be set by the fastest lap time in qualifying. The grid for the second race will be set by the second fastest lap time in qualifying. The grid for the third race will be the finishing order of Race 2.
- 2.3.4 Where two drivers are sharing car, given the "Single Qualifying" format of double and triple header events, competitors should note that, both drivers should complete three qualifying laps and establish a lap time otherwise the competitor failing to set a time in qualifying will have to start from the back of the grid.
Otherwise grid positions will be set as in 2.3.3
- 2.3.5 Where competitors share a car, it is their responsibility to notify the Secretary of the Meeting at signing on who will qualify first and who will start each race.

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. Q12.15) (1.6.4. above applies)

- 2.4.1 Pit stops in Enduro format races (Races of 50 minute duration which include a mandatory 2 minute pit stop, allowing a driver change where the car is being shared between 2 drivers).
 - a Pit stops will take place in front of each teams allocated pit garage or pit area (the pit box).
 - b During a race requiring a mandatory pit stop this must take place between 20 and 40 minutes of the overall race time, under the responsibility of the team manager. A 'Pit Lane Open' warning sign will be displayed on the start/finish line for the duration of the Pit Lane

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Open period. The pit stop will be of a controlled minimum duration of 2 minutes. Timing for the pit stop begins when the car triggers the timing loop at the pit lane entry. The stop is considered to be complete when the car triggers the timing loop at the pit lane exit. These points will be indicated by boards in the pit lane indicating the start of the pit lane speed limit and the end of the pit lane speed limit.

- c No work shall be carried out on the car, until the car comes to a complete standstill and the engine is stopped. The driver may remain in the car, unless refuelling is taking place. The engine must not be restarted until all work is completed and the driver is seated in the car with all the belts done up correctly. Refuelling will be permitted providing Motorsports UK Yearbook regulations (Q) 12.25.1 to 12.25.4 are complied with. The only exception is that closed loop (dry break) refuelling rigs are not permitted. Refuelling must only be carried out at the beginning or end of the pit stop. While refuelling is being carried out, the car must remain on its wheels and no other work carried out on the car.
- d During the pit stop the maximum number of personnel authorised to work on the car is 4, inclusive of driver(s).
- e Only one of the authorised personnel is allowed to assist with the driver change/seat belt securing.
- g Tyre changing is only permitted where a puncture occurs or the tyre/tyres are deemed to have a negative impact on safety. In such cases, the tyre or tyres must be immediately submitted to the Championship Scrutineer (or his appointed deputy) for verification of fact. If a tyre is changed without verification of fact being sought and agreed, a time penalty will be added to the cars overall race time (see art. 4 Championship Race Penalties).
- h If a driver does not make their mandatory pit stop, or leaves the pits before the correct minimum duration, the driver will have to perform a stop and go penalty (see art. 4 Championship Race Penalties). If it is impossible for this stop and go to take place during the race, a time penalty will be added to the cars overall race time.

2.5 STARTS:

- 2.5.1 All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet. Where there is a combined Duratec and Historic grid the grid will be split as per 1.6.6.a & 1.6.6.b
 - 2.5.2
 - a In sprint format races 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:
 - I. 1 minute: Start engines and clear the grid.
 - II. 30 Seconds: Be prepared for the start of Green Flag Lap
 - III. Green Flag: Complete one lap of the circuit and reform into grid positions
 - IV. 5 Seconds: The grid is complete.
 - V. 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 Duratec race.
- After a gap of 10 seconds the Start of the Historic race will indicated by the drop of the

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Union Flag

- b In Enduro format races the start will be via a Rolling 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:
- I. 1 minute: Start engines and clear the grid.
 - II. 30 Seconds: Be prepared for the start of Pace Car Lap
 - III. Green Flag: Start of the Pace Car Lap. On the pace car lap, it is the responsibility of the Pole Position Historic car to maintain an approximate 10 second gap between himself and the rear of the Duratec grid.
 - IV. All cars will continue at the speed set by the Safety Car when it enters the Pitlane and both grids will continue in 2x2 formation with no overtaking towards the Start line. The Duratec grid will commence racing when the Red Lights are extinguished at the Start Line and the racing for the Historic grid will commence when the Union Flag is dropped.
- c The start procedure for any race may be varied by the Clerk of the Course in the interests of safety if warranted by the track conditions or unforeseen circumstances. Any such change will be notified via a bulletin issued to all competitors.

- 2.5.3 Any car removed from the grid after the 1 minute stage or driven into the pits on the Green Flag lap shall be held in the pitlane and may start the race after the last car has passed the start line or pit lane exit, whichever is the later to take the start from the grid.
- 2.5.4 Any driver unable to start the Green Flag/Pace lap or start are required to indicate their situation as per General Regulation (Q)12.11.2 In addition any driver unable to maintain grid positions 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.

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

2.7 PITS, PADDOCK & PITLANE SAFETY:

- 2.7.1 Pits & Paddock: Competitors must ensure that the Motorsport UK, Circuit Management and Organising Club Safety Regulations are complied with at all times.

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- 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.
- 2.7.3 Refuelling: May only be carried out in accordance with the 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 60kph

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. (General Regulation (D)26.3.)

2.10 TIMING MODULES:

All competitors are required to purchase and fit an approved Electronic Self Identification Module (transponder) to their cars for the purposes of accurate timing. It is the responsibility of the competitor to fit these to car in the position and manner specified by the supplier/timing Company. The Modules must be in place and functioning correctly for all Championship qualifying practice sessions and races.

2.11. DELETED

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 General Regulations.

2.13. ONBOARD CAMERAS:

It is mandatory for all cars to have an on-board camera fitted and functioning during every session (see also General Regulations (J) 5.21). It is the driver and/or teams' responsibility to supply and fit the camera. It is the driver and/or teams' responsibility to ensure the camera is switched on and recording before every session that the battery has been charged sufficiently to record the entire session and that there is sufficient memory on the card inserted to record the entire session. A clear forward-facing visual is required, the angle and quality of footage may be inspected at any time. Any party/team

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that fails to comply may incur a penalty in accordance with Judicial Procedures.

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 1).
- 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 by selecting Policies and Guidelines.

3.2 DRIVING STANDARDS - SRCC RACES ARE NON-CONTACT RACES.

- 3.2.1 You may only move once in front of a car, that is to say you can only move left or right in front of the car, not both.
- 3.2.2 Pushing or squeezing competitors off the track is strictly forbidden (i.e. reducing the available track width to less than a cars width). If two car approach a bend together (i.e. side by side), then the car on the racing line cannot chop the corner (i.e. cannot take the racing line) space must be given to the car on the inside. Once the car on the inside is half way alongside (i.e. front wheels level with the driver) then space must be given to that car. Although sports 2000 cars have enclosed wheels the cars must be driven as if they are single seaters. You can go through bends side by side.
- 3.2.3 Over aggressive driving is also not acceptable and includes such behaviour, but not exclusively, as going for gaps that are not there or are clearly closing, using other competitor's cars as physical brakes or would rather cause a serious accident than be prepared to lift on the throttle or brake especially at the start and first bend.
- 3.2.4 Blinkered vision, driving without the use of mirrors and therefore having no awareness of other cars around you.

4 SPECIFIC CHAMPIONSHIP PENALTIES:

In accordance with Section C of the current Motorsport UK Yearbook

4.1 INFRINGEMENTS OF TECHNICAL REGULATIONS:

- 4.1.1. Arising from post practice Scrutineering or Judicial Action: Minimum Penalty: The provisions of General Regulation: C3.3.
- 4.1.2. Arising from post-race Scrutineering or Judicial Action:

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Minimum Penalty: The provisions of General Regulations: C3.5.1 (a) and (b).

For infringements deemed to be of a more serious nature the Clerk of the Course will invoke the provisions of Regulation C3.5.1 (c).

4.2 ADDITIONAL SPECIFIC CHAMPIONSHIP PENALTIES:

- 4.2.1 As per current Motorsports UK Judicial Procedure Regulations. If disqualified the driver shall count that event as one of the point scoring rounds counting to his total championship score.

5	TECHNICAL REGULATIONS
5.1	INTRODUCTION:
	The following Technical regulations are set out in accordance with the Motorsports UK specified format. Vehicles must be in compliance with Motorsports UK General Technical & Safety Regulations as per [J, K & Q] as appropriate. It should be clearly understood that if the following texts do not clearly specify that you can do it you should work on the principle that you cannot. The Eligibility Scrutineer may seal engines and transmissions at any time during the racing season for later inspection. At the time of the inspection, a member of the SRCC Technical Committee may accompany the Eligibility Scrutineer.
5.1.1	Scrutineering: The official Motorsports UK Eligibility Scrutineer or his appointed deputy will be attending rounds of the championship and he is available to provide advice as well as ensuring that the regulations are strictly enforced to ensure fair play.
5.1.2	To allow for the use of scrutineer's wire seals, certain components must have the heads of 2 adjacent securing bolts or the joint flange in 2 opposite locations, cross-drilled. The cross drilling will leave a through hole of 1.6mm minimum diameter. The components that must be made ready for sealing are: Cam Cover. Sump. Inlet Manifold (To Head) Carburettor (To Inlet Manifold). Carburettor Top (To Carburettor Body) Failure to comply renders the engine ineligible. Motorsports UK Regulation J3.1.5 & J3.1.6 applies. See also 5.7.1 s)
5.1.3	In addition to the requirements to seal engines/gearboxes for eligibility checks, the eligibility scrutineer may request direct access to on-board data logger systems (if fitted) for the purpose of analysis. Any refusal will be seen as a breach of the standards of conduct as per 4.2 2)
5.2	GENERAL DESCRIPTION:
5.2.1	The SRCC Sports 2000 Historic Championship is for competitors participating in open Cockpit 2-seater rear engine sports racing car, using standard Ford 2000 cc single overhead camshaft 'Pinto' engine with 2-venturi carburettor. Historic Sports 2000 is a restricted class, with the aim to keep the cars as close to original specification as possible. Therefore, any allowable modifications, changes or additions are as stated herein. There are no exceptions. IF IN DOUBT, DON'T. Cars will run in 3 classes
5.2.2	Class A is for all cars manufactured after 01/01/87 and all Swift DB2 cars regardless of year of

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	<p>manufacture.</p> <p>Class B is for cars manufactured after 01/01/84 but before 31/12/86 with the exception of the Swift DB2.</p> <p>Class C is for cars manufactured before 31/12/83</p>
5.2.3	<p>Cars must be in the specification for such cars in their original year of manufacture. No updating beyond such specification or other modification is permitted except that cars may be updated or modified to accord with the latest specification that was attained by identical models provided that was before the cut-off date for the class in which the car is registered. Cars may also use parts that were available, or are equivalent to those that were available and conformed to Sports 2000 regulations up to the cut-off date for the class in which the car is registered. Where the specification of a car does not meet the above for reasons of safety, or due to the availability of the appropriate parts, an alternative part or modification may be used providing the competitor seeks and receives prior written agreement from the SRCC. The onus of proof shall be with the competitor/entrant. Any car with a specification later than that for the class the original chassis would normally be eligible for, will be placed in the class appropriate for its current specification regardless of year of manufacture.</p>
5.2.4	<p>Where a hybrid car, utilising parts from different sources (e.g. chassis from one car. body from another) is entered, the year of manufacture of the later donor car will be used for the purpose of determining in which class the car shall run. Those major components (e.g. chassis, suspension, brakes, gearbox) used from the donor car must conform to 5.2.3 regarding original specification.</p>
5.3	SAFETY REQUIREMENTS:
	<p>The following Articles of Motorsports UK Regulations Section K will apply: - K1 to K1.5.2, K1.6.2, K1.6.4, K1.6.5, K 1.6.6, K1.7, K1.8,K2.1, K2.1.3, K2.1.4, K2.1.6 TO K2.1.10, K2.3, K3.1 & K3.3, K5.1, K5.2, K6, K7.1 TO K7.4, K8.1, K8.3, K8.4, K8.5, K9.1 to K9.3, K10.1 TO K10.4, K11.1 to K11.3, K13, K14.1 to K14.3</p>
5.4	GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:
5.5	CHASSIS:
5.5.1	<p>Unrestricted except that the use of carbon fibre composite structural materials is prohibited. No engine oil or water tubes are permitted within the cockpit. The engine will be mounted upright and aligned fore and aft in the chassis.</p>
5.5.2	<p>It is the intent of these rules to minimise the use of ground effects to achieve aerodynamic down force on the vehicle.</p>
	<p>i) The chassis and body surfaces, which comprise the underside of the car, shall not deviate from a flat plane by more than 2.5cm or 1". This deviation may not be used to create an aerodynamic device. <u>For the avoidance of doubt, any form of fence or skirt extending down from this plane is prohibited.</u></p>
	<p>ii) The underside of the car is defined as being within the reference area as per 5.18.1 a)</p>
	<p>iii) The underside of the car (Z0 plane) must incorporate a rectangular rigid surface of minimum 142.24cm measured across the vehicle by minimum 91.44cm measured</p>

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		along the longitudinal axis of the vehicle, which must extend to the full width of the body.
	iv)	There must be no aerodynamic devices that are considered 'downforce generating' situated in the reference zone defined in 5.18.1 b)
5.5.3		There must be no stressed part (centre spine/chassis divider/stiffening panel) in the longitudinal section of the chassis structure, between the steering wheel and the seat back and inside of the driver/passenger space, that exceeds in height, 30cm (11.8") above the lowest point of the chassis, with the exception of the requirements of driver lateral head restraint (5.5.5). (The lowest point of the chassis is described as the underside of the chassis/ZO plane)
5.5.4		It is permitted to fit, between the driver/passenger space, a central removable longitudinal support, maximum cross section 750mm ² only for the purpose of supporting a lateral head restraint. This support must be removable without the use of tools so as not to hinder driver egress.
5.5.5		Space for 2 seats shall be provided each of at least 40cm (15.75") width and shall be positioned symmetrically about the vehicle's longitudinal axis. There shall be at least 25cm (9.9") wide foot space for the driver measured at the pedals. The passenger space should provide as much seat space, elbowroom, foot and legroom in terms of length, width and height as that of the driver space. Battery boxes and fire extinguishers are permitted in the passenger seat area.
5.6	BODYWORK INCLUDING SPOILERS.	
	i)	The body shall provide a cockpit for 2 seats and cover all mechanical components including wheels and suspension members (see 5.6ii) except for the exhaust pipe, induction system and camshaft cover which may protrude through the engine cover.
	ii)	Forward of the main rollbar the bodywork must not allow mechanical components to be seen when viewed from any orthogonal direction relative to the chassis major X, Y & Z axes. The exception to this would be any part visible through apertures in the road wheel.
	iii)	The bodywork shall project over the complete wheels in such a way as to cover at least one third of their circumference and their entire width. Reference Motorsports UK Regulation [J5.2.6]
	iv)	Between the front and rear axle lines the body shall:
	a)	Maintain over a minimum of 70% of the length of the wheelbase a minimum vertical height (measured from the lowest point of the chassis), of 20cm (7.9") when viewed from the side, and when viewed from above, a minimum body width exceeding the greatest overall width across the tyres less 15cm (5.9").
	b)	Exceed in height the top of the tyres over a width of 50cm (19.7") excepting only cockpit and engine openings. There shall be no gap between the main body and the wheel arches.
	c)	The bodywork forward of the main rollbar must be symmetrical about the car's longitudinal centre-line. An exception is allowed whereby a cockpit air deflector/windscreen is

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	permitted. Additionally, within the context of this sub-section, any cooling radiator is not considered as part of the bodywork.
iii)	The cockpit opening seen in plan view shall be symmetrical about the longitudinal axis of the car and shall be large enough for a horizontal rectangle of 80cm (31.5") by 40cm (15.75") to be passed through with its minor axis aligned with the vehicle's longitudinal axis. Any driver head restraint fitted which is wholly removable without the use of tools, may be so removed before the application of the cockpit opening template.
iv)	All ducted air for heat exchangers (water/oil) and brakes shall pass through those heat exchangers or onto those brakes.
v)	Maximum vehicle length forward of the front axle centreline: 91.5cm (36") (including spoilers), the maximum vehicle length rearward of the rear axle centreline: 110cm (45.3") (including spoilers)
vi)	Spoilers mounted at the front of the vehicle are permitted. Those spoilers may only be adjusted in a horizontal plane.
vii)	Spoilers mounted at the rear of the vehicle are permitted. Those spoilers may only be adjusted in a plane that is vertical or $\pm 20^\circ$ of vertical.
viii)	Windscreens are optional.
5.6.1	Modifications Permitted:
1.	General: None in contravention of 5.6.2 below.
2.	Interior: None in contravention of 5.6.2 below.
3.	Exterior: Spoilers mounted at the rear of the vehicle may include a gurney lip/stiffening fold not exceeding 10mm when viewed from above.
4.	Silhouette: None in contravention of 5.6.2 below.
5.	Ground Clearance: Cars must comply with Motorsports UK regulation [J5.20.11].
5.6.2	Modifications Prohibited:
1.	General: The body above the chassis level in the region of the cockpit shall not be reinforced in any way that would complicate or hinder the rescue of the driver.
2.	Interior: No engine oil or water tubes are permitted within the cockpit.
3.	Exterior: Spoilers shall not contravene the maximum vehicle length as defined in 5.6.v) of these regulations, at any time. There must be no gap between their surfaces, or any other spoiler, and the main bodywork. No bodywork/diffuser extension of the underside panel, or support structure for the floor that may be considered to aid down force, is allowed between the inside faces of the rear wheels, from a vertical plane connecting the rear wheel centre points, to the rear extremity of the car. The rear wheel centre points are defined as 'The centre of the axis, about which the rear wheels rotate, while the vehicle is travelling in a forward or rearwards direction'.
4.	Silhouette: Maximum height with driver on board excluding safety rollover bar and mirrors

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	shall not exceed at any time 90cm (35.4") measured from the ground.
5.	Ground Clearance: See 5.6.1.5 above
5.7	ENGINE
5.7.1	Modifications Permitted: Where Ford Motor Co are no longer able to supply replacement parts, it is acceptable, within these rules, to use parts from other sources so long as they are direct replacements, do not increase the engine performance and have been approved by the SRCC Technical Committee. A direct replacement, in these rules, means the part, and any sub components within the part, will be dimensionally within the original Ford drawing tolerances and otherwise would conform to the relevant Ford material and test specifications. The only permitted engine is the Ford 2 litre single overhead camshaft 'Pinto' engine.
a)	Cylinder bores may be increased in size by no more than a + 0.5mm rebore on the standard 90.84mm, with a bore size wear allowance of 0.1mm, giving a maximum bore size of 91.44mm. Max capacity not to exceed 2025 CCs. Stroke 77.050 max – 76.850 min mm.
b)	A standard crankshaft shall be used. Spot machining to achieve balance is permitted. Tuffriding, Parkerizing, shot peening, shot blasting and polishing are permitted. Minimum weight is 12.47Kgs (27.5lbs). Standard oversize and undersize bearings are permitted. This does not allow reducing the bearing surface area by reducing the width of standard bearings.
c)	The flywheel shall be a standard Ford production item for the 2000cc SOHC 'Pinto' engine or the SRCC approved alternate flywheel supplied by Damico Engines. The clutch may be a standard unit or <u>either an AP Cover plate assembly CP2511-1 with driven plate CP5351-1. or the Helix Autosport equivalents, cover plate 60-4982 with driven plate 70-2619.</u> Machining to achieve minimum weight and balance is permitted. Flywheel bolts are free and locating dowels are permitted. A Ford 'Kent' 1600 GT starter ring may be fitted. Minimum weight of flywheel and clutch assembly with cover-plate to flywheel bolts and flywheel to crankshaft bolts and dowels, 12.5Kgs.
d)	Maximum compression ratio will be controlled as follows: -
i)	Minimum cylinder head combustion chamber volume 50cc (not including head gasket). Polishing and/or grinding of the cylinder head to achieve only the required combustion chamber volume is permitted.
ii)	Standard Ford gasket minimum compressed thickness 0.9mm. Minimum diameter of cylinder aperture 92mm.
iii)	Pistons shall not protrude above the cylinder block surface at TDC.
e)	Pistons must be the standard Ford component for this engine or absolutely identical aftermarket production pistons, unmodified in any way except for balancing as follows: - To achieve balance material may be removed from the internal surfaces at any location below the lowest point of the gudgeon pin. All external surfaces, dimensions and profiles must remain standard for the nominal size of piston being used, with the exception of the top surface of the piston crown which may be subjected to simple machining to achieve balance and the objectives of the above clause regarding compression ratio. Minimum permitted weight of piston complete with rings, gudgeon pin and standard Ford connecting rod with bolts and without bearings = 1255 grams. All 3 piston rings shall be fitted.

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		Compression rings and scraper second rings shall be one-piece single homogeneous material type with conventional plain gaps. Chromium or molybdenum plating of the top ring is optional; oil control rings shall be either single piece twin land type or apex 3 piece (2 rails and an expander).				
	f)	Connecting rods shall be standard Ford parts. Alternate connecting rod and big end bolt assembly part no. M6200C200 are permitted. ARP big end bolts part no. ARPBE03 are permitted.				
	g)	Machining is permitted to remove metal from the balancing bosses to achieve balance only. In addition, the outside diameter of the small end forging may be machined around to the shank blends only. The rod shank may not be machined. Tuftriding, Parkerizing shot peening, shot blasting, polishing etc. are permitted. It is permitted to radius the area around the big end cap retaining bolts.				
	h)	Inlet and exhaust valves may be Ford OE or aftermarket items as long as the valve is dimensionally identical to the original Ford drawing, and is of similar mass to the OE part. Valves shall remain standard. No re-profiling or polishing is permitted. The original 45° seat angle shall be maintained. Maximum face diameter inlet is 42.2mm Maximum face diameter exhaust 36.2mm Maximum valve stem diameter 8.4mm. Overall length, inlet 111.15mm (±0.5mm). Overall length, exhaust 110.55mm (±0.5mm).				
	i)	It is permissible to reshape inlet and exhaust ports by removal of metal within limits. Addition of material in any form is prohibited. The maximum diameter of inlet port at manifold head face 39.5mm. Maximum dimension of exhaust port at manifold face 35.5mm x 27mm. The distance between the valve centres and the angles of all the valves shall not be altered.				
	j)	The only permitted camshafts and rockers are the standard Ford production items for the 2000cc SOHC 'Pinto' engine (which shall be fully manufactured and ground by the Ford Motor Co. and have the following Finis codes: Camshaft- 1584660 Camshaft/follower kit-5004836) or the SRCC approved alternate camshaft kit, supplied by Kent Cams (Part Number SRCC2000K). The camshaft and rockers shall remain entirely unmodified. Offset keys are permitted. Vernier pulleys are permitted. It is prohibited to grind from blanks, regrind or re-profile. Tuftriding or Parkerizing is permitted. Maximum valve lift at determined points by camshaft rotation will be established by the use of low rate substitute valve spring (load characteristics 12lbs at 1.417" and 30lbs at 1.000") with zero tappet clearance. Camshaft duration (profile) and Inlet to Exhaust lobe timing interval may be checked against Ford data, initially by the use of a profile gauge and secondly by an appointed specialist, if deemed necessary.				
	k)	Maximum valve lift against cam angle with zero tappet clearance (lift measured in mms)				
			Inlet		Exhaust	
		Angle	Opening	Closing	Opening	Closing
		0	10.442	10.442	10.442	10.442
		5	10.36	10.36	10.36	10.36
		10	10.11	10.11	10.11	10.11
		15	9.69	9.69	9.69	9.69

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	20	9.11	9.11	9.11	9.11	
	30	7.45	7.45	7.45	7.45	
	40	5.17	5.17	5.17	5.17	
	45	3.86	3.86	3.86	3.86	
	50	2.58	2.59	2.58	2.59	
	60	.81	.86	.81	.86	
	70	.43	.54	.43	.54	
	80	.19	.37	.19	.37	
	90	.01	.20	.01	.20	
	l)	It is permitted as a means of repair to replace damaged valve seats and cylinder bores by replacement cast iron valve seat inserts and cast iron cylinder liners. Valve guides may be replaced with cast iron or bronze all to standard dimensions. Holes left by the removal of non-standard external oilways shall be mechanically plugged.				
	m)	Balancing of reciprocating and rotating parts is permitted only by removal of metal from locations so provided by the manufacturer.				
	n)	Non-standard rocker covers are permitted provided they in no way improve the performance of the engine.				
	o)	Standard valve spring retainers shall be used and single valve springs only are permitted. Shims are permitted and valve springs are otherwise free.				
	p)	Gaskets and seals are unrestricted except for cylinder head gasket, carburettor to inlet manifold gasket and inlet manifold to head gasket which must be dimensionally identical and of a similar type to original Ford gaskets for this engine.				
	q)	Pump, fan and generator drive pulleys are unrestricted. The crank case breather may be altered or removed but all breathers shall discharge into a catch tank. Mechanical tachometer drives may be fitted.				
	r)	Localised machining of the cylinder block is permitted to allow fitting of a dry sump system.				
	s)	In the interest of equality, any car that is suspected to have a power advantage, will, at the discretion of the series scrutineer have its engine sealed and/or undertake performance testing on an SRCC approved rolling road. The SRCC approved rolling road may be a fixed installation or a mobile rolling road, with testing taking place at the circuit. Engines may also be further inspected, by disassembly and/or electronic investigation. If, as a result of this action, the engine is deemed non-conforming, then the provisions of 4.1 'Infringement of Technical Regulations' will apply.				
5.7.2	Modifications Prohibited: Any not specifically permitted in 5.7.1. The addition of material by any means to any component is prohibited. Only modifications or additions specifically covered by these regulations are permitted. It is expressly prohibited to install a flywheel other than that designed by Ford for, and fitted to, the 2000cc SOHC 'Pinto' engine as a production item. The flywheel should comply entirely with 5.7.1c). All engine components not covered by these regulations shall remain completely standard and unmodified.					
5.7.3	Location: Engine must be mounted upright and aligned fore and aft in the chassis.					

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5.7.4	Oil/Water cooling: The lubrication system, external to the engine, is free. Existing standard production oilways, linings or oil grooves may be enlarged or reduced, but no additional ones are permitted. Standard friction surfaces must remain unchanged. Dry sump is permitted, oil coolers are free. A liquid cooling system is mandatory but the radiator is unrestricted. The radiator if housed in or incorporating a cowl air scoop deflector shall comply with body regulations. The water pump must stay in the standard Ford position and be belt driven from the engine crankshaft.
5.7.5	Induction System: A single carburettor only will be used on a standard inlet manifold. The carburettor will be a Weber 32/36 DGV 26/27mm venturi. Its origin, being from a 1600 GT Kent or 2000 SOHC 'Pinto' engine. The air cleaner may be removed and a trumpet fitted, and the jets may be changed, both throttles may open together. Cold start devices and diffuser bar may be removed. Internal and external anti-surge pipes may be fitted and seals on emission control carburettors may be removed. No other modifications are permitted. Chokes (Venturi) shall remain standard and no polishing or profiling is permitted. For clarification of permitted carburettor modifications see SRCC Technical Bulletin TB003-11 which is summarised at art. 5.18.1.c) Only the standard inlet manifold shall be used. The ports may be reshaped by the removal of metal as long as the following dimensions are maintained: maximum size at head face = 1.437" (36.5mm), maximum size at carburettor flange = 3.405" (86.5mm) x 1.595" (40.5mm). The carburettor seat face may be machined to horizontal in the fore to aft plane. The diameter of the ports may exceed the above listed dimensions if the casting bore is untouched and in its original state. The water passages in the inlet manifold may be plugged. Holes in the inlet manifold resulting from the removal of emission/vacuum lines shall be plugged.
5.7.6	Exhaust systems: Exhaust systems and manifold are unrestricted but must comply with Motorsports UK regulations J5.16.1 to J5.16.6.
5.7.7	Ignition System: Distributors are unrestricted providing they retain the original drive and location. The distributor is defined as the component which triggers the LT current and distributes the HT current. The ignition timing may only be varied by vacuum and/or mechanical means. 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.
5.7.8	Fuel delivery system: Only the standard mechanical fuel pump for the engine is permitted.
5.8	SUSPENSION
5.8.1	All cars shall be fitted with sprung suspension between the wheels and the chassis. Suspension must be controlled to avoid fouling of wheels on chassis or bodywork. The springing medium must not consist solely of bolts located through flexible bushes or mountings.
5.8.2	All parts shall be of steel or ferrous material with the exception of hubs, hub adapters, hub carriers, uprights, bearings and bushes, bell-cranks, pivot blocks and bushes, spring caps and platforms, abutment nuts and anti-roll bar links. Springs, steel only. It is not permitted to control body roll with additional shock absorbers.
5.8.3	The shock absorber casing is free, they can be ferrous or light alloy units. Separate reservoirs for fluid and/or gas are permitted, provided 5.2.3 is respected. i.e. The shock absorber forms part of the specification defining the class in which the car competes. Any form of active damping is

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	prohibited. Any method of altering the damper performance by the driver whilst seated in the car is prohibited
5.8.4	Anti-roll bars for front and/or rear suspension may be capable of manual, mechanical adjustment by the driver when seated in the car.
5.8.5	Permitted Deviations:
	None
5.8.6	Prohibited Modifications:
a)	Titanium is prohibited.
b)	Chromium plating of any steel suspension part is forbidden.
c)	Active suspensions are prohibited, as is any system that allows control of the main suspension spring rate, shock absorption and ride height when the car is moving.
d)	Multiple adjustable (more than 2 way) shock absorbers are not permitted.
5.9	TRANSMISSIONS
5.9.1	Permitted Modifications: The gearbox shall include an operable reverse gear capable of being engaged by the driver while normally seated and contain not more than 4 forward gears. The ratios are unrestricted.
5.9.2	Prohibited Modifications: The differential cannot be modified in any way to limit its normal function. Torque biasing, limited slip and lock differentials are prohibited. Excessive shimming of the differential is prohibited. Non-ferrous differential components are prohibited. Electronic assisted gear change mechanisms and electronically controlled differentials are prohibited. The use of automatic and/or sequential gearbox is prohibited.
5.9.3	Transmission & drive ratios: Rear wheel drive only is permitted. Final drive ratio is unrestricted.
5.10	ELECTRICS
5.10.1	Exterior Lighting: At least one brake-light of minimum 21 watts rating (or equivalent) and one rear warning light shall be operable and visible from the rear of the car. The rear warning light shall meet the requirements of Motorsports UK regulation [K5.1 & K5.2]. There shall be a minimum gap of 5cm between the brake light and rear warning light, when viewed from the rear of the car.
5.10.2	An onboard battery and driver operated onboard engine self-starter is mandatory.
5.10.3	Generators: Generators are optional.
5.11	BRAKES
a)	Only one caliper per wheel is permitted.
b)	A maximum of 4 (four) pistons per caliper are permitted.

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	c)	Cooling of the calipers shall be by way of direct radiation of heat, from the caliper surface to the airstream.
	d)	Ducting to provide airflow to the caliper, created by the forward motion of the car is permitted. All other methods of cooling are prohibited.
	e)	No other material than iron or steel is permitted for brake discs.
5.11.1		Permitted Modifications:
	a)	Calipers fitted as original equipment to the cars, but no longer available may be substituted by an equivalent caliper from the same period, or a new caliper of identical piston size and mounting layout and conforming to 5.11 a) to e) inclusive. The onus of proof of conformity shall be with the competitor/entrant.
	b)	The main caliper body material may only be of a homogenous material, i.e. iron, steel or aluminium alloy, provided 5.2.3 is respected. i.e. The Calipers form part of the specification defining the class in which the car competes.
5.11.2		Prohibited Modifications:
5.12 WHEELS/STEERING		
5.12.1		Permitted options: Unrestricted apart from 5.12.2 below.
5.12.2		Prohibited options: Rear wheel steering is prohibited.
5.12.3		Construction & materials:
	a)	Steering: Material must be metal, with the exception of bushes, seals gaiters and dust covers
	b)	Wheels: Material is unrestricted providing it is metal. The design must comply with 5.2 of these regulations.
5.12.4		Dimensions:
	a)	Wheels: 13" diameter wheels with front rim width of 6" and rear rim width of 8" are the only wheel sizes permitted
5.13 TYRES		
5.13.1		Specifications: Radial: Front: 160/520R13 A005 Code N2669 (Slick), 160/520R13 A005 N2701 (Wet). Rear: 200/50VR13 A005 Code N3005 (Slick), 200/50VR13 A006C N2044/N3126 (Wet). The use of un-cut wets is prohibited.
5.13.2		Nominated Manufacturers: The only permitted tyres are YOKOHAMA
5.13.3		Proprietary tyre softening compounds and any other similar additive or treatment, designed to improve the performance of the tyre are prohibited. Any competitor found to be in breach of this regulation will be excluded from the championship.
5.13.4		<u>Competitors will be allowed a maximum of one set of slick tyres for each championship event (see 1.5 for event list). Each set of tyres will comprise 2 front tyres and 2 rear tyres. It is the</u>

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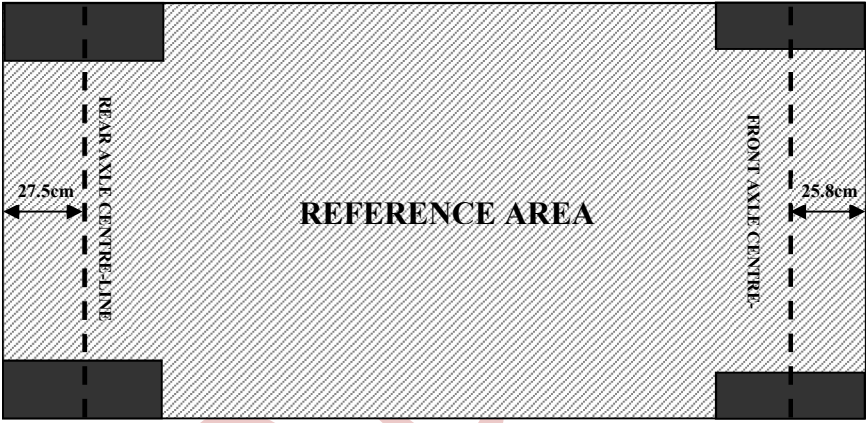
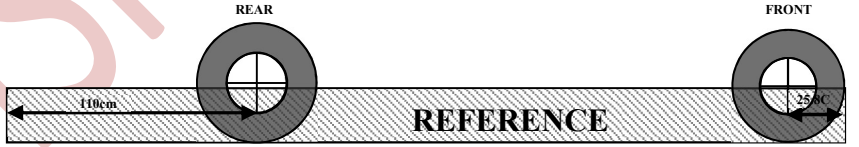
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	<p><u>competitor's responsibility to ensure each tyre is identified by a Yokohama barcode to the satisfaction of the championship eligibility scrutineer. An image of the barcode for each tyre shall be submitted to the championship secretary prior to first use in any championship qualification session or championship race. The tyre will then be eligible for use for the remainder of the championship season. If a tyre is damaged during an event it must be replaced with a previously used tyre for which the barcode has already been submitted. The number of treaded wet tyres is free and these do not need to be number identified or registered.</u></p>
5.14	WEIGHTS
5.14.1	Minimum weight must be the weight of the car in the condition at which it crosses the finishing line, or at any time during the competition and/or practice. 506Kg without the driver. No allowance given, for topping-up of fluids.
5.15	FUEL TANK
5.15.1	Fuel cells shall be isolated by means of bulkheads and be vented in case of spillage, leakage, or a failure of the cell such that fuel and fumes will not pass into the driver or engine compartment or around any part of the exhaust system. There shall be a liquid tight and fireproof bulkhead separating the fuel tanks from the cockpit. Metal tanks may be used if covered externally with a fireproof coating and are mounted within the main chassis structure.
5.15.2	Locations: Free within Motorsports UK regulations.
5.15.3	Fuel: Only pump fuel as defined in Motorsports UK Regulations Section B Nomenclature and Definitions [see Pump Fuel (a)] may be used. The use of power boosting or octane boosting additives by competitors in any fuel is prohibited.
5.16	SILENCING
5.16.1	Specification: As per Motorsports UK regulations [J5.17.1, J5.17.2, J5.17.7, J5.17.8 J5.18.1 to J5.18.5, J5.18.7 to J5.18.11].
5.17	NUMBERS AND CHAMPIONSHIP DECALS
5.17.1	<p>Competition numbers and backgrounds shall be displayed in accordance with the requirements of the Championship Organisers and Motorsports UK regulations. The numbers and backgrounds shall be of regulation size (see Motorsports UK Yearbook J.4.1) with number backgrounds conforming to the following colours:</p> <p>Class A: White with black numbers. Class B: Black with white numbers. Class C: Yellow with black numbers</p> <p>SRCC, Yokohama and sponsor decals must be affixed on both sides of the vehicle; failure to comply will render the car ineligible.</p>
5.17.2	Suppliers: Club and sponsor's decals will be available at each round.
5.18	TECHNICAL APPENDIX

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5.18.1 TECHNICAL INFORMATION AND DRAWINGS		
	ITEM	INFORMATION
a)	<u>Reference Area</u>	<p>The complete area situated between a vertical and transversal plane 25.8cm forward of the front axle centre-line and a vertical and transversal plane 27.5cm rearward of the rear axle centre-line and extending across the full width of the car, including all bodywork.</p> 
b)	<u>Reference Zone</u>	<p>An imaginary rectangular box situated between a vertical and transversal plane 25.8cm forward of the front axle centre-line and a vertical and transversal plane 110cm rearward of the rear axle centre-line, across the full width of the car, including all bodywork and to a height of 25.0cm above the ground plane, with the car at normal ride height.</p> 
c)	Permitted Carburettor Modifications	<ol style="list-style-type: none"> 1. It is permissible to modify the external throttle linkage to get a synchronised (both opening together) throttle system but NOT the spindle or throttle butterfly screws themselves. Examples of permitted modifications are found in Actions 2 & 5. 2. It is permissible to use the geared type synchronised secondary throttle spindle from a DGAS carburetor as part of this system but it must NOT be modified from its standard ROUND section. This is allowed because the gear and the spindle are integral but modifying it would be classed as profiling. 3. Since the throttle plates are thicker on the DGAS unit than the DGV it is allowable to shim the gap but only over the clamping area so as not to provide any streamlining of the round throttle spindle. Again standard butterfly screws MUST be used.

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			4. It is permissible to change the accelerator pump jet to the twin outlet DGAS type since it is permitted to change any jets as stated in Art. No. 5.7.5.
			5. It is permissible to use the proprietary kit from Webcon, part number MT009HL which includes the sequential linkage and accelerator pump jet. This fits the standard DGV flat spindles and is easier to fit than the DGAS geared system.

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6. APPENDICES:

APPENDIX 1



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](https://twitter.com/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 my part in keeping the sport safety 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.

The following Commercial Undertakings are not subject to the Judicial procedures of either the

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Championship Stewards and/or Motorsport UK/the MSC.

6.1 RACE ORGANISING CLUBS & CONTACTS:

Roger Donnan (Club Secretary)
Sports 2000 Racing Car Club
12 Friars lane
Beverley
East Yorkshire
HU17 0DF
Tel: 07538161230

MotorSport Vision Racing
Brands Hatch Circuit
Fawkham,
Kent,
DA3 8NG
Tel: 01474 875263

6.2 COMMERCIAL UNDERTAKINGS:

Vehicle Presentation: The presentation of the car is fundamental to the profile of the championship/series its sponsors and its audience. Therefore, in considering whether to permit any car to race, and any point during the season, the organisers will regard as paramount the presentation of the car. In taking into account its appearance inherent in which is the standard of its presentation (including interior) they may exclude any car, which they consider may prejudice the reputation of the championship/series, or is otherwise unacceptable. This will include where the car is presented at a race event bearing accident damage sustained at a previous event and which has not been subject to the completion of an acceptable repair. Note: A Double Header can be regarded as one event for the purpose of this regulation.

All competitors will park in a neat and tidy manner only in the areas allocated to them by the Race Organisers and will keep these areas clean and tidy at all times. Any competitor failing to obey the instructions of the Organisers or an Official of the Meeting in these matters, in regard to their location, amount of space utilised or manner, in which it is utilised, may be reported to the Clerk of Course who may impose any penalty considered appropriate.

6.3 VEHICLE DECALS:

Championship decals must be carried in the positions outlined by the co-ordinator. Further, at all times the Championship sponsors have the right to forbid any decal to be displayed, which is deemed inappropriate.

6.4 PROMOTIONAL ACTIVITIES:

Competitors will be expected to co-operate and participate in such activities if requested.

Competitors must maintain a standard of appearance and behaviour acceptable to the organisers.

6.5 2020-MEDIA WAIVER:

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This race championship is being filmed for television broadcast and as such, permission is required for the television company to record drivers name, likeness, image, voice, sound effects, interview and performance on film, tape, or other media (the "recording") and edit such recording as the producer may desire, incorporate such recording into the television programme, or any versions of the television programme and all related materials thereof, including but not limited to promotion and advertising materials. The producer, and producer's successors and assigns, shall own all rights, title and interests, including the copyright, in and to the television programme, including the recording and related materials used therein. Drivers and Entrant/Drivers automatically agree to this 'media waiver' by completing the championship registration form.

7. REGISTRATION FORM.

Registration is via the website at <https://sports2000.co.uk/>

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