



2020 SUPER SILHOUETTE RACING CHAMPIONSHIP



Organised by the British Automobile Racing Club

Thruxton Circuit, Andover, Hampshire, SP11 8PN

FINAL PUBLISHED COPY – 27/01/2020

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2020 Super Silhouette Racing Championship

1. General

1.1 Title and Jurisdiction:

The 2020 Super Silhouette Racing Championship is registered & organised by the British Automobile Racing Club and administered by Super Silhouette Racing, in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Motorsport UK Championship Permit No: **CH2020/R051**
Race Status: **Inter Club**
Motorsport UK Championship Grade: **C**

The organisers reserve the right to issue additional statements in order to clarify items in the rules and regulations in accordance with Motorsport UK regulation D.11.1. All such statements will be issued to all registered drivers by post to the address detailed on the registration form or by delivery by hand or by email.

1.2 Championship Officials:

- | | | |
|-------|-----------------------------------|---|
| 1.2.1 | Championship Co-ordinator: | Melanie Ashley |
| | Assistant Co-ordinator: | Graham Adams |
| | Championship Manager: | Sonny Howard |
| | Championship Administrator: | SHP Promotions Limited |
| | Lead Car Driver: | Stuart Bradburn |
| 1.2.2 | Championship Clerk of the Course: | N / A |
| 1.2.3 | Licensed Eligibility Scrutineers: | Sue Bateman & Chris Baker (Deputy) |
| | Technical Administrator | Sarah Harris |
| 1.2.4 | Championship Stewards: | Dennis Carter, Pat Blakeney, Dale Wells, Guy Woodward |

Any three of the Championship Stewards may sit to make a decision. In accordance with (G) 2.7, Championship Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved Championship regulations. Under (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). Under (W) 2.2.1, the Championship Stewards can only adjudicate upon any disputes, irregularities or appeals arising from the approved Championship Regulations. They are also empowered to consider any request from the Championship Co-ordinator to penalise any Competitor for breach of Championship Regulations and after holding a formal hearing, to impose a penalty in accordance with C.2.1, subject to the rights of appeal to the MSC provided in Section C.

1.3. Competitor Eligibility:

- 1.3.1 Entrants must:
- (a) be current members of the BARC 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 racing members of the BARC and
 - (b) be Registered for the Championship and
 - (c) be in possession of valid Competition (Racing) Inter Club status Licence, as a minimum or
 - (d) 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. ((H)26.2.1, 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. All necessary documentation must be presented for checking at all rounds when signing-on. This will include both the competition licence and club membership card.

1.3.4 Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout qualifying and racing.

1.4. Registration

1.4.1. All drivers must apply for registration as competitors for the championship by returning the registration application form with the appropriate registration fee to the address shown on the registration form. Applicants will not have the automatic right to be registered for this championship and it is required that, before purchasing a car, prior approval is sought from the Super Silhouette Racing Management.

1.4.2 The registration fee is £450 made payable to Super Silhouette Racing. The entry fee for each round is £325.00

1.4.3 Registrations will be accepted at the discretion of the Super Silhouette Racing organisers from 1st January 2020

1.4.4 Registration numbers will be the permanent competition numbers for the Championship. Each registered driver will be allocated a permanent number for the season by the Championship Administrator and these will be issued strictly upon receipt of a fully completed registration form and the appropriate registration fee.

1.5 Championship Rounds:

1.5.1 The **2020 Super Silhouette Racing Championship** will be contested over 10 road course events.

Event: Date: Venue: Organising Club:

1	4 & 5 April	Brands Hatch	BARC
2	9 & 10 May	Pembrey	BARC
3	25 May	Mallory Park	BARC
4	6 & 7 June	Brands Hatch	MSV
5	11 & 12 July	Croft	BARC
6	26 July	Mallory Park	750 Motor Club
7	22 & 23 August	Donington Park	BARC
8	19 & 20 September	Snetterton	BARC
9	11 October	Mallory Park	BARC
10	7 & 8 November	Brands Hatch	BARC

1.5.2 In accordance with **D.11.1.** the Organisers reserve the right to amend the published list of dates and rounds, in which case, all registered competitors will be informed of the amendments by official bulletin (see CR 3.5.2).

1.6. Scoring:

1.6.1. Points will be awarded to competitors listed as classified finishers in the final results as follows:

1st	200	7th	140	13th	80
2nd	190	8th	130	14th	70
3rd	180	9th	120	15th	60
4th	170	10th	110	16th	50
5th	160	11th	100	17th	40
6 th	150	12th	90	18 th	30

All other classified finishers will receive 20 points and all other starters will receive 10 points unless they were excluded.

1.6.2 Scoring points will be allocated for qualifying positions. Points will be awarded as follows:

Fastest	Qualifier
1st	20
2nd	18
3rd	16
4th	14
5th	12
6th	10
7th	8
8th	6
9th	4
10th	2

1.6.3 Five points will be awarded to the driver who achieves the fastest lap during each race.

1.6.4 To be declared as a classified finisher the competitor is required to pass the chequered flag on the race track completing a minimum distance of 80% of the race, rounded off to the nearest complete lap.

1.6.5 The total points from all events will determine the final championship positions

1.6.6 Ties for the overall championship will be resolved using the formula in the following order: -

- a) Championship round wins
- b) Race wins
- c) Race second places, then third places, etc.

1.7. Awards:

1.7.1. All awards are to be provided by the organisers or Super Silhouette Racing.

1.7.2. Awards per round: A trophy will be awarded to the competitor who finishes in first, second and third place.

1.7.3 Awards for the championship:

A trophy will be awarded to each of the competitors who finish first, second and third in the overall championship. Please note: Any trophy winners who do not attend the Super Silhouette Racing presentation prize-giving at the end of the season (date and venue to be announced in the driver's newsletter) may be ineligible for any prize(s) which may have otherwise been presented at this function. Such prizes may be withheld and not re-presented to any other driver.

1.7.4 Bonuses:

The organisers reserve the right to introduce further awards and bonuses at any point before or during the season via the issue of an official bulletin to all registered competitors.

1.7.5 Presentations:

Trophies will be provided for the end of each race at a presentation ceremony. Drivers must attend any presentation for which the organisers have given reasonable notice. All drivers attending presentations must be in full drivers racing suits, correctly fastened. All team members asked to attend presentations must be in full team clothing. Presentations will be carried out as soon as possible after the finish of the race.

1.7.6 Title to all trophies:

In the event of any provisional results or series tables being revised after any provisional presentations and where such revisions affect the distribution of any awards, the competitors concerned must return such awards to Super Silhouette Racing in good condition within 7 days.

1.7.7 Entertainment Tax Liability:

Not Applicable

1.8 Specific Championship Regulations:

1.8.1 Competitors may be issued with specific times to park up their race transporters in the Paddock at each meeting. Arrival outside the set periods is allowed only with the specific approval of the Championship Co-ordinator. Wherever possible, the championship organisers will provide a paddock layout for the formula. This layout will define designated areas and detail positioning of team facilities within that area. Competitors will be restricted to these details and layouts.

Detailed Health and Safety Guidance Notes will be issued to competitors in advance of the first meeting. These must be complied with at all times.

- 1.8.2 Prior to event practice/qualifying the driver is required to submit a declaration form to the technical support team for the Championship.

This form identifies the chassis being used for the event, the engine type, ECU identification numbers and respective tyre identification with coding numbers.

During post race scrutineering, if any car is found to have been tampered with or serial numbers do not match those on the declaration form for that event, the competitor will be excluded from the results with the exception of a situation whereby the championship positions or results are being manipulated to benefit one or more competitors.

- 1.8.3 The championship operates a success ballast system as per CR5.14. It is implemented by the championship management on the result of the first three positions in any race. First position in any race adds 30kg, second position adds 20kg and third position adds 10kg. It is reduced in increments of 10kg each time the car carrying ballast finishes in lower than third position in any race. A non finish (DNF) does not facilitate the removal of ballast. The maximum permitted success ballast is 30kg

Whenever ballast is carried the amount must be shown in the bottom left hand side of the front windscreen.

2. Judicial Procedures.

2.1 Rounds

In accordance with Section C of the current Motorsport UK yearbook and the provisions of these Championship Regulations

2.2 Championship

In accordance with Section C of the current Motorsport UK yearbook and the provisions of these Championship Regulations

3. Championship Race Meetings & Race Procedures.

3.1. Entries

- 3.1.1 The organisers are responsible for mailing supplementary regulations to all registered competitors in sufficient time.
- 3.1.2 Grid line ups
- a) For the first race the grid will be determined from the recorded qualifying times with the fastest to the front and the slowest to the rear and the top eight positions reversed
 - b) For the second race the grid will be determined from the results of race one, including non-finishers and the top 50% will be reversed. Where there is an uneven number, the lowest number will be reversed
 - c) Where the race format consists of two heats and a final at any event, the grid for the third race (the final) is determined by adding each driver's points from race 1 and race 2 together with the grid formed from highest to lowest point scorer. The top eight points scorers are reversed.
 - d) With the exception of championship meeting 1, new drivers to the championship will be required to start at the rear of the grid in their first race.
 - e) Rookie drivers are required to complete a minimum of two events before they have the right to take a position within the grid and only once their times, abilities and race craft are to an acceptable standard. The decision will be made by the Championship Clerk of the Course and Championship Manager.
 - f) Wherever possible, gaps created by missing drivers will be filled by re-arrangement of the grid, prior to being released to form up on the grid. Where the Clerk of the Course and/or the Championship Manager deem that a gap or gaps on the grid may compromise the safety of the race start, they may order that all cars assume a balloted grid position by reason of Force Majeure.
 - g) Failure to meet the scheduled timetable for safety and technical scrutineering and/or the non-submission of eligibility, documented paperwork will result in forfeiting his/her allocated grid position. The competitor will be required to start from the rear of the grid.
 - h) In the event that a qualifying session is cancelled, the grid will be determined by championship order with the eight highest championship drivers being placed on the grid in reverse championship order.
- 3.1.3 If a competitor feels that either they or their car may be of detriment to the race by taking their allocated grid position, they must report the situation to the Super Silhouette Co-ordinator who will inform the Championship Manager / Clerk of the Course. As a result, they can elect to start from the back of the grid but this is the only place that will be made available to them. No competitor may change places with another competitor to gain a better or lesser grid position.
- 3.1.4 When arranging the grid where a number of penalties have been imposed, the grid will be structured as:
1. Grid positions determined as per 3.1.2 / 3.4.1
 2. Missed qualifying / practise
 3. Tyre infringement
 4. Elected to start at the rear of the grid
 5. Rookies
 6. New drivers joining the championship after round one

Where there is more than one competitor issued with a penalty, their grid position will be determined by reverse championship points.

3.2 Briefings:

- 3.2.1 The organisers will notify competitors of the times and locations for all briefings in the final instructions or supplementary regulations issued for the meetings. Competitors and crew chiefs must each attend all relevant briefings.
- 3.2.2 Any driver or crew chief failing to attend the briefing, unless specifically excused by the Clerk of the Course and/or the Championship Manager will be fined £50 and deducted 5 Championship points.

3.2.3 Championship regulations and specifications are subject to clarification via the official briefing at each event. It is the participants' responsibility to be aware of clarifications so recorded.

3.3. Practice:

- 3.3.1. Each driver should complete a minimum of 3 laps of practice/qualifying in the car to be raced. The Clerk of the Course and/or the Stewards of the Meeting shall have the right to exclude any driver whose driving is considered to be unsatisfactory - as per Motorsport UK regulation Q.4.5.
- 3.3.2. Should any practice session be disrupted the Clerk of the Course shall not be obliged to resume the session. The decision of the Clerk of the Course shall be final.
- 3.3.3. Practice times set will not count towards the starting grid position. These will be determined in accordance with CR3.1.2 and CR3.1.4.
- 3.3.4. Limitations to pre-race practice
Super Silhouettes are not permitted to practice at any specific venue hosting a round of the Championship for a period of 28 days prior to the date of the Championship round, except for an official practice session organised by Super Silhouette Racing. There is no exception even when the circuit is being used in a different configuration or a different direction to that on the race day.
- 3.3.5 During official practise days, open practise or familiarisation, which relates to a round of the championship that has been organised by Super Silhouette Racing, there is no provision for a driver, other than the entrant to test or take out for practise a registered Championship Super Silhouette.
- 3.3.6 Should a competitor not be able to compete in an official open practice/qualifying then the competitor will be required to start the race from the rear of the grid.
- 3.3.7 An untimed practice session may be scheduled for an event, details of which will be advised in the competitor's bulletin.

3.4 Qualification

3.4.1 Qualifying times will count towards the starting grid position. The fastest qualifying time for each competitor will determine the grid for race one with the top eight being reversed. Race two grid will be made up from the results of race one, including non finishers and the top 50% will be reversed. Where there is an uneven number, the lowest number will be reversed in accordance with CR3.1.2 and CR3.1.4

Wherever possible all qualifying sessions will be a minimum of 15 minutes in duration. Competitors will be notified of their grid position by the Championship Co-ordinator and will be posted on the official notice board.

- 3.4.2 Any driver that has incurred an infringement in familiarisation or practice, or whose pace is not of the required standard, relating to the grid position they have been allocated, can be moved to the rear of the grid.
- 3.4.3 Only one driver may drive a single competing car at each Championship round. The driver must compete in the same car in the Championship races that was presented at Tech/Scrutineering and that was used for open practice/qualifying at that event. The chassis will be identified by the chassis plate and an official sealing tag fitted to the chassis and declared on the Technical Declaration Sheet.
- 3.4.4 Any driver who for whatever reason was unable to take part in the recognised qualifying session will be required to start from the rear of the grid.
- 3.4.5 The organiser reserves the right to add additional qualifying sessions where it assists to promote specific events. Additional qualifying points may be awarded. When this is actioned, instructions will be given prior to the event via an official bulletin and again at the driver and crew chief team briefing.

3.5. Races

- 3.5.1 The standard minimum scheduled duration shall be 15 minutes whenever practicable. Should any race distance be reduced, at the discretion of the Clerk of the Course or Stewards of the Meeting, it shall still count as a full points scoring round.
- 3.5.2 The races at each individual round will be programmed of equal distance. If for any reason, any race is reduced in distance, then this race will still count as part of the championship, without any adjustment of the other races in respect of equality of laps.

This is done on the basis that every driver will race in each race; therefore any race reduction is equal for all concerned. The difference being that those who have been designated to start at the rear of the grid because of the results previously gained may have had less time to gain a better overall position.

- 3.5.3 At certain events it may be necessary to implement a different race format to assist in the development of the championship. Should it be required to implement a new format all drivers and teams will be informed in writing prior to the event and/or in detail at the driver/crew meeting at the event.
- 3.5.4 If for any reason a race cannot be run or deemed not to be run, then compensatory points will be awarded to all drivers scheduled in that race. These points will be calculated by taking the total number of points available for the race as per the points system, divided by the number of scheduled starters, all calculated to the nearest five points.
- 3.5.5 Should the organisers find an opportunity to replace the missing race at a later date, the points distributed will still stand and the additional race will be added to the calendar with the points being included in the 2020 championship.
- 3.5.6 The Organisers reserve the right to change the programme outlined in the final instructions according to operational requirements of the Meeting subject to the approval of the Clerk of the Course, Championship Manager and the Stewards.

3.6 Starts:

- 3.6.1 All cars must be in the assembly area 20 minutes prior to their race, thus allowing cars to be positioned in their respective place on the grid. At the point that the cars are released to the grid any competitor who is not ready will be required to start from the pit lane.
- 3.6.2 All race start countdowns are to have a minimum elapsed period of 3 minutes from the time all cars are released to form up on the grid to the start of the pace lap in a 2 x 2 rolling start formation.
- 3.6.3 The countdown procedures/audible warning sequence should ideally be: -
 - 3 minutes to start of Pace Laps - cars move into grid positions.
 - 2 minutes to start of Pace Laps - Clear grid of all except officials.
 - 1 minute to start of Pace Laps - "Start your engines" instruction and clear grid.

At certain events it could be necessary to implement a different start procedure to suit the event organiser's requirements. Where this is the case structured instructions will be given at the drivers and crew chief briefing and documentation produced prior to the races.

- 3.6.4. The countdown and race start procedure may commence at the one-minute signal, with no team personnel allowed on the grid. Competitors are advised to check carefully supplementary regulations and final instructions for individual race meeting for details of variations to the start procedures
- 3.6.5 Any cars removed from the grid after the 1-minute stage or driven into the pits on the pace lap shall be held in the pit lane. They 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. No competitor may join the race from the pit lane after two race laps have been completed.
- 3.6.6 Any drivers unable to start the pace lap or start are required to indicate their situation as per Motorsport UK regulation Q.12.13.2. Any driver unable to maintain grid positions on the pace lap, to the extent that all the other cars are ahead of them, may complete the pace lap but must remain at the rear without any overtaking. Gaps on the grid will be filled by moving remaining cars forward, prior to the green flag. This action will be carried out by the Clerk of the Course via radio communication
- 3.6.7 The pace lap will be controlled by the Lead car. A Lead car is deemed to be a vehicle used to maintain grid formation and speed on the pace lap prior to the start of a race with a rolling start. It will be marked "Lead car" or "Safety car".
- 3.6.8 During the pace lap(s) drivers are to respect the position of other drivers around them, remain in their assigned row and not encroach on their position. At the end of the lap(s) the Lead car will pull into the pit lane and the driver leading the field is responsible for maintaining the speed established by the Lead car until seeing the green flag / lights at the start line.

All cars, following the commencement of the final lap(s), should be back in perfect grid formation as soon as is practically possible and must be in position at the completion of 50% of the final pace lap(s). The competitor occupying pole position (inside front row) is responsible for setting the distance behind the Lead car at the completion of 50% of the final pace lap(s) of approximately 30 metres. The Lead car observer will indicate if the distance is incorrect. The driver in the outside front row will draw level with the driver on pole. All following cars will line up neatly two by two, line astern, and approximately 5 metres behind the car in front of them. Cars must maintain their grid positions at the speed determined by the Lead car.

Falling back in order to accelerate is prohibited. Excessive weaving to warm-up the tyres, i.e. using more than 50% of the track width is prohibited and all weaving should stop at the completion of 50% of the final pace lap(s). Any driver deemed to be contravening any of these starting procedure rules would have committed a false start offence as detailed in Q.12.4 and will be penalised as in Q.12.5.

3.6.9 Upon successful completion of the pace lap the Lead/Safety car will retire to its designated pull-off point and the race cars will proceed, maintaining constant speed and formation until the signal is given by the starter that the race shall begin. Should the starter decide that, for whatever reason, the start of the race should be delayed then the start signal will not be given and one of the following courses of action will be taken: -

1. If it is deemed safe to do so, the Lead/Safety car will be instructed to remain at the front of the assembled grid for one or more further laps after which the race may be started.
2. If, after the Lead/Safety car has retired and it is deemed safe to do so, the Lead/ Safety car will be instructed to re-emerge at the front of the assembled grid and will proceed as in 1.
3. If after the Lead/Safety car has retired it is not possible to proceed as in 2. above, the assembled grid will continue to circulate maintaining constant speed and formation for a further lap and the Clerk of the Course communicating with the start line official will make a decision on the race start. Only after two laps have been lost will a decision be taken to reduce the race distance.
4. After the race start has been given any overtaking move can only be made after passing the pre-determined point announced in the drivers briefing. Where a competitor has not acquitted themselves well at the start, they must move to the inside of the circuit when safe to do so holding that position until they are able to build up a competitive speed.

3.7 Practice or Race Stops:

- 3.7.1 Should the need arise to stop any 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 return to the pit lane without overtaking.
- 3.7.2 Should the need arise to stop any race, 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 return to the starting grid area which will automatically become a Parc Fermé area. Cars may not enter the pits unless directed to do so and work on cars already in the pits must cease when a race is stopped.
- 3.7.3 Should the race be stopped for a tyre change due to adverse weather conditions a radio message will be given to all competitors that cars will return to the pit lane. Initially the area where the cars are held will be Parc Ferme. A time will be given when the tyre changes can commence, a total of 5 minutes will be given to carry out this work before the pit lane is reopened. The timing will be recorded by race control and the Clerk of the Course's decision is final.
- 3.7.4 It is the decision of the Clerk of the Course through consultation with the Championship Manager, to deem the race wet or dry. When the decision is made and it is said to be a wet race, it is the competitors' choice to select which tyres he/she wishes to use in the practice or race, tyres may be mixed on any axle. On the cars being released from the assembly area to the grid the tyres selected prior to release are the tyres that they must start the race on
- 3.7.5 **Case A - Less than two laps completed lap by Race Leader**
The race will be null and void. The race will restart from the original grid, except that the grid will be formed in a single-file line. All competitors will be permitted to join the grid. The length of the restarted race will be determined by the Championship Manager with the Clerk of the Course.

- 3.7.6 Case B - More than two laps completed by Race Leader but less than 75% of race distance**
The race will restart from a grid line up which was determined by the finishing order of part one (Q.5.4.2), except this grid will be formed in a single-file line. Only cars racing at the point the race was red flagged will be permitted to join the grid. The final results of the race (with penalties applied as appropriate) will be the finishing order of part two when chequered flag is shown.
- 3.7.7 If the leader has completed more than **75%** of the race distance or duration it shall not usually be re-started (as per Q.5.4.3). If not re-started the results of the race will be based on the order of crossing the finish line at one lap less than at the time of the first showing of the red flag. Only cars which are under their own power at the time of the showing of the red flag will be classified.
- 3.8 Lead / Safety car:**
- 3.8.1 The Safety car will be brought into operation to neutralise a race upon the sole decision of the Clerk of the Course. The Safety car will be driven by an experienced circuit driver (in accordance with Q.4.9.1) and will carry an observer capable of recognising all competing cars and who is in permanent radio contact with race control.
- 3.8.2 The Safety car, yellow / amber lights illuminated, will normally join and exit the circuit from the pit lane and the SC boards will be shown initially from the start-line. If these locations are to be varied specific written instructions and verbal briefings will be issued detailing the exact locations to be used.
- 3.8.3 On the order from the Clerk of the Course, the Safety car will join the circuit with its revolving lights on, regardless of where the race leader is.
- 3.8.4 When the order is given to deploy the Safety car a waved yellow flag and "SC" board will be displayed at the start finish line. The waved yellow flags and "SC" boards will flow around the circuit in both directions, as an adjacent post displays both their waved yellow flag and "SC" board. This system may be supplemented by a message being simultaneously broadcast to all marshals' posts if such a communication system is available.
- 3.8.5 Flashing yellow lights may also be used at the start-line and at other points around the circuit.
- 3.8.6 All competing cars, when notified of the Safety car intervention (by the flag signals, "SC" boards, or by any other means) will reduce speed and line up behind the Safety car, no more than 3 car lengths apart, and maintaining the same speed as it. Overtaking or overlapping of any other competing car during a Safety car intervention is forbidden. Overtaking of a Safety car is forbidden unless the particular competitor concerned is signalled to overtake the Safety car by the observer in the Safety car or by radio instructions given by race control.
- 3.8.7 When ordered to do so by the Clerk of the Course, the observer in the Safety car will wave past any cars between the Safety car and the race leader. These cars will continue at reduced speed and without overtaking until they reach the line of cars behind the Safety car.
- 3.8.8 While the safety car is in operation, competing cars may enter the pit lane, but may only re-join the track when signalled to do so and not when the safety car and the line of cars following it are about to pass or are passing the pit exit. A car re-joining the track must proceed at an appropriate speed until it reaches the end of the line of cars behind the Safety car.
- 3.8.9 The Safety car will remain in operation until at least the majority of competing cars on the circuit are lined up behind it.
- 3.8.10 When the Clerk of the Course calls in the Safety car it will extinguish the yellow/amber flashing lights prior to exiting the circuit. This would normally be such that a minimum of 25% of a lap for circuits over 2 miles and 50% of a lap for circuits under 2 miles should be completed by the Safety car with its lights extinguished.
- 3.8.11 Following the safety car extinguishing its lights, and prior to passing the green flag, the race leader will maintain the pace set by the Safety car. The race leader will dictate the pace and, if necessary, fall more than five car lengths behind it. In order to avoid the likelihood of accidents before the safety car returns to the pits, from the point at which the lights on the car are extinguished drivers must proceed at a pace which involves no erratic acceleration or braking nor any other manoeuvre which is likely to endanger other drivers or impede the restart.
- 3.8.12 As the Safety car is approaching the pit entry, the green flag will be displayed at the start finish line and the "SC" board withdrawn. Following this display of the start signal yellow flags and "SC" boards at the marshals' posts will be withdrawn and be replaced with a waved green flag for one lap.

The waved green flag will flow around the circuit in both directions, as an adjacent post displays their waved green flag. This system may be supplemented by a message being simultaneously broadcast to all marshals' posts if such a communication system is available. Overtaking remains strictly forbidden until the start signal is passed.

- 3.8.13. Under certain circumstances the Clerk of the Course may ask the Safety car to use the pit lane. In this case, and provided its yellow/amber lights remain illuminated, all cars must follow it into the pit lane without overtaking. Any car entering the pit lane under these circumstances may not stop at its designated garage area.
- 3.8.14 While the Lead / Safety car is in operation, competing cars may stop at their pit, but may only re-join the track when the green light at the pit exit is on. It will be on at all times except when the Lead / Safety car and the line of cars following it are about to pass or are passing the pit exit or, at the end of the intervention, until the last car has passed the pit exit having passed the waved green flag. All cars re-joining the track whilst the Lead / Safety car is in operation must proceed at reduced speed until reaching the end of the line of cars.
- 3.8.15 The Clerk of the Course may impose a penalty upon any competitor or team who he considers has gained an unfair advantage whether inadvertently or not from a breach of these Lead/Safety car regulations. In the event that one competitor breaches these Lead/Safety car regulations for the benefit of another competitor then both may be penalised.
- 3.8.16 During a yellow flag period a competitor maybe requested to return to the pit lane for safety or technical inspection the competitor can be repositioned (given enough time) back in his or her grid position prior to the green flag restart.

3.9 Re-scrutiny

All cars involved in contact and/or incidents at any time during an event must immediately be taken to Parc Fermé to be re-submitted to the Scrutineers to obtain authorisation before continuing in the event or leaving the circuit.

3.10 Pits & Pit Lane safety

- 3.10.1. Pits: Entrants must ensure that the Motorsport UK, circuit management and organising clubs' safety regulations are complied with at all times.
- 3.10.2. Pit lane: The outer lane or lanes are to be kept unobstructed to allow the safe passage of cars at all times. The onus shall be on all drivers to take all due care and drive at minimum speeds in pit lanes.
- 3.10.3. Refuelling: Refuelling may only be carried out in accordance with the Motorsport UK regulation Q.13.1.1, circuit management regulations and the SR's or final instructions issued for each circuit/meeting.
- 3.10.4 Pit procedure: A maximum of three crew members are allowed to work during practice/qualifying/races and all must be in team clothing. During a race, at no time while the car is in the pit lane may any member of the crew work on any component of the car that requires access via the underside of the car.
- 3.10.5 Under no circumstances may a car stop on the track or apron area for consultation with crew personnel or service and must be removed to the pit area. Any car or cars not involved in an incident that stop on the track, including the pit entry or exit, that requires a caution flag and does not need assistance will be assessed a three lap penalty. Any act of the driver, crew, etc. construed by the Clerk of the Course as a delay of the event will subject the competitor to disqualification and/or other penalty as described in these regulations.
- 3.10.6 Any car recovered to the pits from the race circuit may be permitted to continue in the race with the approval of the Clerk of the Course on the advice of the Eligibility Scrutineer.
- 3.10.7 It is required that everyone taking part in pit lane duties are wearing suitable clothing that cover their torso and legs at all times. It is required that everyone taking part in pit lane duties and/or who are a part of the grid presentation are appropriately dressed. Race teams, whichever driver they represent, need to be identically dressed in mechanic team wear. All other authorised personnel need to be in company/corporate uniform. All clothing is required to be clean and presentable, to represent the quality of the championship.
- 3.10.8 All major car repairs must be performed in the garage area of the pits. Once more than three personnel have been reported to work on the car it must be placed in the garage area before being allowed to continue in the race.

3.11 Race Finishes

- 3.11.1 From the point in the race where the last lap flag has been shown to the race leader, the pit lane and all controlled areas that make up the access to the post race holding area will become Parc Fermé. This includes the podium area.
- 3.11.2 After taking the chequered flag drivers are required to progressively and safely slow down, remaining behind any competitor ahead of them. They should return to the pit lane entrance/ paddock entrance as instructed, comply with any directions given by marshals or officials and to keep their gloves and helmets on and safety harnesses done up while on the circuit or in the pit lane.
- 3.11.3 Once in the Parc Fermé area, drivers required for the podium presentations must proceed immediately to the podium. The drivers required will be those finishing first, second and third.
- 3.11.4 Unauthorised personnel (other than the car driver) are only allowed into the Parc Fermé area at the invitation of the Eligibility Scrutineer. Should unauthorised personnel be present in Parc Fermé, they render their car liable to exclusion from the event.
- 3.11.5 Cars will usually be held in Parc Fermé for a minimum of 15 minutes after each qualifying session and race.

3.12 Results:

All practice timesheets, grids and race results are to be deemed provisional until the Scrutineers release all vehicles after post practice/race scrutineering and/or after the completion of any judicial or technical procedures and have been declared as final by the official organisers.

3.13 Timing modules:

- 3.13.1 All competitors will be required to fit electronic self-identification modules to their cars for the purposes of accurate timing. Holders for these and detailed fitting instructions will be issued with the transponders and it will be the responsibility of the competitor to fit these in the car on the inner front bulkhead on the right hand side with a signal hole of 40mm diameter in the floor to transmit the relevant signal. The modules must be in place and functioning correctly for all championship qualifying 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.
- 3.13.2 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. Nor is it permitted to place timing equipment on the top of any pit wall. Any such equipment placed within these zones will be removed.

3.14 Specific Championship Conduct:

- 3.14.1 Verbal or physical abuse from any competitor or team member to any organising official or management personnel of Super Silhouette Racing will immediately be reported to the Clerk of the Course whereby disciplinary action will be taken (also see CR4.2.2 & CR6.2.2i/6.2.2j)
- 3.14.2 The use of alcohol, controlled substances or drugs that may alter any individual's ability to conduct themselves correctly or safely during an event is strictly prohibited. Under Super Silhouette Racing regulations any competitor or team member can be requested to undertake a medical examination by the circuit doctor. Failure to take the examination or the results of the examination finding that team member or competitor to be in violation of this regulation, the driver and team who he/she represents will immediately be excluded from the event and reported to the Motorsport UK.
- 3.14.3 Any team or driver failing to meet presentational standards may receive notice from the Championship Organisers requiring compliance and the timescale within which it is required. Failure to comply with such notices within the deadlines specified will render the competitor open to action from the Championship Organisers / Clerk of the Course.
- 3.14.5 If within 7 days of an event it appears from the official video recordings or from any other additional evidence that there may have been a breach of driving standards or behaviour, on or off the track, in a manner that the Championship Coordinator considers to have brought the Championship into disrepute, he may request that the Championship Stewards consider investigating an enquiry into the matter. This is not withstanding

that the Clerk of the Course may or may not have already investigated the incident. Penalties may include individual race bans, loss of Championship points and / or end of season awards.

- 3.14.6 The Championship Organisers reserve the right to consider imposing further penalties on competitors proven by the Officials of any meeting to have behaved on or off track, in a manner considered likely to bring the Championship into disrepute.

Penalties may include individual race bans, loss of meeting or end of season awards. In the case of repeat offences the Championship Organisers reserve the right to request the exclusion of a competitor for a fixed number of races or from the Championship. In such cases no other competitors' scores shall be adjusted.

4. Championship Race Penalties:

4.1 Infringements of Technical Regulations:

- 4.1.1 Any competitor who fails to provide the correctly completed documentation or whose car fails comply with these technical specifications will be reported to the Clerk of the Course (and advised to the Championship Manager for info) by the Eligibility Scrutineer and may subsequently have his practice times excluded and/or forfeit his allocated grid position. When inspection is satisfactorily passed the car may enter the race but will be allocated the final grid position available. CR 3.1.4 will apply.
- 4.1.2 Any competitor who's car does not meet applicable specifications at post race inspection will be reported to the Clerk of the Course by the Eligibility Scrutineer and may subsequently be excluded from that race under Motorsport UK regulation C.3.5.1(a) & (b), and hence lose all awards, monies and points earned, including winners circle monies. For infringements deemed to be of a more serious nature the Clerk of the Course and/or the Stewards of the Meeting are to invoke the provisions of regulation C.3.5.1(c). He may also be reported to the Championship Stewards for further investigation.

The organisers reserve the right to impound a competing Super Silhouette for inspection at any time for the period of time it requires to carry out safety and/or eligibility checks by the named officials or a technical officer appointed by Super Silhouette Racing.

- 4.1.3 No car can be presented for the start of any event whereby a body work repair is a creation of race tape or similar materials. It is not permitted to present a car with a replacement panel that does not match the existing car and design.

4.2 Infringements of non-Technical Regulations:

- 4.2.1 The Clerk of the Course (with advice from the Championship Manager) may take whatever action deemed appropriate to further the interests of fairness and finality in competition results. Such action includes but is not limited to the following

Revising the provisional race results, imposing penalties ranging through

- | | | |
|----|----------------------------------|----------------------------------|
| a) | Reprimand | (2 Motorsport UK penalty points) |
| b) | Fine | (3 Motorsport UK penalty points) |
| c) | Time penalty | (3 Motorsport UK penalty points) |
| d) | Grid Place Penalty | (3 Motorsport UK penalty points) |
| e) | Exclusion from a race | (4 Motorsport UK penalty points) |
| f) | Exclusion from a meeting | (6 Motorsport UK penalty points) |
| g) | Deduction of Championship points | |

At Race meetings, up to a 10 Grid Place Penalty may be applied at a driver's future Race.", (C)2.1.1. and (C)2.1.7. are extended in this respect

All such decisions can be subject to appeal in accordance with Motorsport UK general regulations. All penalties regardless of the infraction will be administered as close to the time that the infraction occurs as is practically possible.

In the event of the Clerk of the Course having some concern about driving standards during a race he will warn the driver concerned by the display of the black and white diagonal flag along with the display of the driver's number on a board shown to the track, the pit road and the spectators.

Upon receiving a warning a driver may continue racing but will be advised what the warning was issued for via radio communication. Drivers should be aware that repeated offences may be penalised in accordance with these regulations.

Where Motorsport UK penalty points are issued to a driver by the Clerk of the Course and/or Championship Manager at the end of the respective event these points will be multiplied by five and this total will be deducted from the relevant competitor's current championship points.

- 4.2.2 Super Silhouette Racing is within its rights to impose a fine on a driver. The fine can be imposed for any action by a driver, crew chief, or a crew member of the team deemed to contravene the Regulations and Commercial undertaking of Super Silhouette Racing. The value of the fine will be dependant on the nature of the incident.

Super Silhouette Racing is within its rights to impose Championship point deductions for infringements by driver, crew chief, or a crew member of the team. The point deductions can be imposed for any action deemed to contravene the non-technical Regulations and commercial undertakings of Super Silhouette Racing.

This will be operated by a yellow / red card system whereby any incident deemed to contravene Regulation 3.14.2, 3.14.3, 3.14.4, 6.2.2 or where the Clerk of the Course has implemented licence penalty points will incur a yellow card. Each driver will be allowed two yellow cards with the third being a red card which will carry a deduction of 200 Championship points. On taking a red card, this will cancel the two yellow cards previously received and the system will start again with a first yellow card

4.3 Protests and appeals.

- 4.3.1 Only a Motorsport UK licence holder (driver) may lodge an official protest or appeal. These protests or appeals must be lodged initially with the Championship Co-ordinator and with the Clerk of the Course or Secretary of the Meeting (with a copy to the Championship Coordinator) in accordance with Motorsport UK Regulations.
- 4.3.2 Any competitor who believes that another competitor has or will obtain a significant unfair competitive advantage by some action felt to be in violation of these regulations may protest such action. The protest must be submitted and will be dealt with in accordance with the Motorsport UK regulations.

4.4 Additional Championship powers.

- 4.4.1 The Clerk of the Course may order a drive through penalty for a transgression of the regulations in accordance with Motorsport UK Regulation **Q.12.6**. The team concerned will be notified by race control and the driver notified by means of a penalty board at the start line. After notification the driver may cover no more than three laps before entering the pit lane, passing straight through the pit lane without stopping, adhering to the speed limit of 40mph, and then re-join the race. Where circumstances or time will not permit this penalty to be taken, a time of 25 seconds will be deducted from the respective driver's final race results. As a result of either of these penalties no other judicial penalty will be imposed. It is not permitted to take a drive through penalty during a neutralised period in the race.
- 4.4.2 The Clerk of the Course may order that a driver be shown the black flag as prescribed by the regulations. For the avoidance of doubt this does not signify exclusion but does mean that the driver concerned must stop at his pit box within one lap and wait there for further instructions from the Clerk of the Course or his appointed representative
- 4.4.3 The penalties and procedures listed within regulations **CR 4.4.1, CR 4.4.2**, above are not subject to appeal during racing and must be taken in the prescribed manner or be subject to further penalties in accordance with these regulations.
- 4.4.4 Any situation not specifically defined herein may be acted upon at the discretion of the Clerk of the Course, in accordance with Motorsport UK Regulations, and his decision is final subject to appeal in accordance with Motorsport UK Regulations. The Championship Organisers reserve the right to interpret and determine the true intent of all rules and specifications contained herein and will advise the Clerk of the Course of such. His decision may only be appealed to the Stewards of the Meeting.
- 4.4.5 The conduct of participants during any event that is deemed by the Clerk of the Course to be unsportsmanlike or in any way detrimental to the Championship and/or to the continuance of that event will be subject to the loss of points and / or prize monies. This decision may only be appealed to the Stewards of the Meeting.
- 4.4.6 The Championship Technical Officials and/ or their nominated deputy shall be given free and unrestricted access at all times and at any location in order to inspect or measure or impound any component fitted to any car registered in the Championship. Any costs incurred to refit inspected parts will be borne by the competitor as will the cost of any test if it proves that material content and/or a component is found to contravene the regulations.

4.4.7 Any competitor who is perceived to be attempting manipulation of events or the championship for the benefit of another competitor may be reported to the Clerk of the Course who will decide if there is a case to answer. Results will be declared provisional and will not be immediately altered nor penalties applied. However, due to the grave and weighty nature of such charges, and on the advice of the Clerk of the Course, the matter will be fully investigated at a later date by the Stewards of the Championship, who may, apply a range of penalties and / or alter results accordingly.

5. TECHNICAL REGULATIONS

5.1 Introduction

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

In these regulations "standard" shall mean in accordance with Motorsport UK Regulation Section B Nomenclature & Definitions – Standard Part/Standard Pattern Part.

Any replacement component must be of the same shape, material type, dimensions and weight as the original. Any replacement part must use the same manufacturing process as the original equipment component.

Should a disabled licence holder wish to join the Series and requires the car to be modified to allow this to happen, the organizers reserve the right to amend these regulations to permit any changes to the vehicle concerned. Such amendments will only apply to the car whilst being operated by a disabled licence holder.

5.2 General Description

The BARC Super Silhouette Championship is for competitors participating in front engine, space framed cars that has the silhouette of a saloon or coupe car. The general principle for eligibility shall be that the cars have a longitudinally mounted front engine and gearbox with a live rear driving axle. The silhouette of the cars body shells must be based on and recognisable as those of mass produced saloon or coupe car.

The onus concerning eligibility and provision of original manufacturer documented proof of eligibility shall rest with competitors at all times, and competitors are advised to check with the Eligibility Scrutineer if they have any doubts or queries concerning the eligibility of their cars.

These Technical Regulations are applicable to all competitors competing in the Championship.

Unless specifically mentioned or approved in these regulations, no modifications may be made. These regulations are not intended as guidelines or suggestions and they will be vigorously enforced.

5.2.2 Examination of Vehicles

The organisers (in addition to any other powers they may have under these regulations) reserve the right before or after any race in the championship to designate any of the competing cars for special eligibility scrutineering. Upon such selection being made the competitor shall immediately place the car under the control of the organisers to allow all such scrutineering, examination and testing as the organisers may require. The organisers may:

- (a) Examine the car at the circuit for such period as they may reasonably require and take fuel samples and/or
- (b) Retain the car for detailed examination at premises chosen by the organisers. If the organisers elect to retain the car they shall make it available for collection by the competitor at least seven days prior to the qualification session for the next race in the Series unless the car is found to be in breach of these regulations and/or
- (c) Seal the car and its components in such a manner as they may choose and require the competitor at their own expense to present the car at any other premises chosen by the organisers for detailed examination within a specified period and/or remove the car by transporter at no expense to the competitor to an appointed location. The competitor will be advised in writing of the time, date and location of the subsequent testing or eligibility examination.

The stripping of an engine or any required component will be undertaken by the competitor and/or mechanic/technician nominated by the competitor under the direction of the Series Eligibility Scrutineer or another nominated Motorsport UK Scrutineer.

The organisers reserve the right to re-inspect vehicles at any time.

Competitors will be personally and solely responsible for ensuring that their cars comply with their registration details and with these regulations for each event at which they are entered. Failure to comply in either respect will be a breach of these regulations. Queries concerning eligibility should be referred in

writing to the Organisers/Series Eligibility Scrutineer at least seven days prior to an event entered, to permit a ruling in advance of any meeting at which it is intended to compete.

The colour scheme for any car is free but the car must be presented in a good, clean condition and any damage sustained must be made cosmetically good, to the approval of the Eligibility Scrutineer before the next race. Failure to do so will be considered non-compliant.

Two cars may appear in the same colour scheme, it is possible for a team to share the same sponsor but there must be some visible difference between the cars.

Cars must have all championship decals affixed as per the issued decal sheet. The Eligibility Scrutineer will deem any cars not carrying all decals to be non-compliant.

5.3 Safety Requirements

Vehicles must comply with Motorsport UK General Technical Regulations contained within Sections J, K and Q of the current Motorsport UK Yearbook.

In addition, the following will apply:

Seat belts: five or six point seat belts are mandatory and must be in current FIA homologation (Motorsport UK Q.19.14.2). The belts must be mounted to the seat belt manufacturer's instructions and all mounting points must be to the main structure of the vehicle chassis.

Seats must conform to Motorsport UK Regulation Motorsport UK K.2.2 in its entirety. The mountings should comply with in Motorsport UK K.2.2.1 and be mounted to the structure of the vehicle.

A plumbed in fire extinguisher system is mandatory (Motorsport UK K.3.1.2a). All new build vehicles (post 01/01/2019) will be required to be fitted with an extinguisher system that complies with Motorsport UK K appendix 3.

It is recommended that the extinguisher system on all cars is upgraded to an appendix 3 system as soon as is possible and this type of system will be mandatory for all cars from 01/01/2020

All extinguisher systems must be serviced in accordance with the manufacturer's guidelines or every 24 months whichever occurs sooner.

The only permitted position for the reservoir bottle is the area known as the passenger foot well. The fixings must be strong enough to resist the rigors of Super Silhouette Racing. The pull cable or button must be placed beside the electrical cut out switch pull cable which is positioned just in front of the front windscreen and clearly marked. It must have three discharge outlets, one for the engine bay, one for the fuel tank and fuel delivery areas and one for the driver. The cable/button inside the car must be within easy reach of the driver. The fire extinguisher must be armed at all times when on the circuit, in scrutineering, Parc Fermé and the holding areas.

5.3.1 Drivers safety equipment

Drivers must at all times whilst on circuit comply with Motorsport UK Q 10 in the use of approved safety equipment

5.4 General Technical Requirements and Exceptions

Towing Eyes

Substantial towing eyes must be fitted to both front and rear and comply with Motorsport UK Q19.1.3. These must be attached directly to the chassis with M12 bolts and be clearly marked.

The use of air jacks is permitted

All engines are required to have two cam cover bolts and two sump bolts drilled to accept Motorsport UK seals. The drilled bolts be in an accessible position and adjacent so they may be linked with sealing wire

5.5 Chassis

Only tubular space frame chassis will be accepted and the chassis must incorporate a roll over protection system (ROPS)

All new built chassis (post 01/01/2019) must incorporate a roll over protection system manufactured from the material as detailed in Motorsport UK K.1.4.1

The minimum standard for the roll over protection system is a six point cage (M Motorsport UK SA drawing K3) manufactured to the standard set out in Motorsport UK K.1.3 with the following mandatory reinforcing members.

- a) Door Bars: twin door bars Motorsport UK K1.3.5 (drawing Motorsport UK K12h)
- b) Roof bars: two diagonal roof bars Motorsport UK K1.3.5c (drawing Motorsport UK K10a or d)
- c) Diagonal members: Two diagonal members must be fitted between the rear backstays and should replicate the structure used in the roof support and must comply with Motorsport UK K.1.3.4. Where drawing K10d is used for the roof structure the two apexes must meet on the main roll hoop.
- d) Windscreen pillar reinforcement: A single tube must be fitted as in Motorsport UK K.1.3.5e (drawing Motorsport UK K62)
- e) Additional reinforcement tubes must be fitted between the lower ends of the rear back stays (drawing Motorsport UK K12c) and between the A pillars (Motorsport UK drawing K9)

All joints in the ROPS must be fully welded to an acceptable standard, bolted joints are not acceptable as part of the main chassis or ROPS structure.

Chassis built prior to 01/01/2019 and not complying with the above ROPS regulations may be accepted into the championship on an individual basis but all chassis must comply fully with the ROPS regulations before 01/01/2021

All chassis must carry a championship seal which will be used to identify the chassis / body combination in all championship documentation.

5.6 Bodywork

All cars must be fitted with glass reinforced plastic (GRP) body panels that have a silhouette recognisable as that of a mass produced saloon or coupe car. The chosen body must be compatible with the chassis and must be close fitting to the ROPS system.

The onus concerning eligibility and provision of original manufacturer documented proof of eligibility shall rest with competitors at all times

All cars must be fitted with steel bulkheads and floor panels that comply with Motorsport UK J 5.2.1, J 5.2.2. and J5.2.3. Any holes cut through these panels must be sealed to prevent the passage of flame or fumes.

All cars competing must be fitted with all body panels whilst racing. All panels must be painted or wrapped to suit the colour scheme of the vehicle at the start of every event.

All panels that have an opening and closing system must be in a fully closed position whilst on track.

Body panels repaired with race tape are unacceptable with the exception of temporary repairs carried out during a race and approved by the Eligibility Scrutineer and/or safety scrutineer. At all times the presentation of the car must be in keeping with the image and profile to which this Championship has been marketed.

No panels may be bonded together to form one piece nor is it permitted to add any type of tape over any panel joints. Eligibility may require panels to be removed from the car to check their thickness. The front body panels may not be bonded together to form a one-piece front end. The same applies to the rear panels.

New models must be registered with SHP Promotions Limited in writing either by artwork and detailed proposal or by presenting a car. On acceptance the Promoter with the Eligibility Scrutineer will raise appropriate documentation to allow the new model to enter the Championship. The existing models that are eligible to race within the Championship are listed in Appendix A

5.6.1 Modifications Permitted

Interior

A windscreen must be fitted at all times, it must be in a condition where vision is not impaired by scratches, cracking, chips etc. and is suitably clear at all times when racing. It must be either laminated glass or produced in polycarbonate/Lexan/Makrolon of a material thickness of 5mm. When polycarbonate/ Lexan/

Makrolon is used the windscreen must be fitted with a central reinforcing mounted bracket system. This must be of a suitable strength to stand the air pressure created by racing.

The windscreen must have an effective de-misting facility for wet/damp conditions.

Front doors may be fitted with either a plastic window or window nets, all other window apertures must be glazed. Rear windscreens may have ventilation holes. All glazing must comply with Motorsport UK J 5.20.8

The minimum internal vertical height is 1060mm when measured from the flat floor to the roof.

Exterior

It is permitted to fit a rear mounted aerofoil, this must not exceed the following maximum dimensions.

The maximum chord of the aerofoil must not exceed 356mm.

No part of the Aerofoil may extend rearwards outside the plan of the body.

The maximum width of the aero foil is 1905mm or the maximum width of the body not including wing mirrors.

No part of the aerofoil must extend above the maximum height of the roof when measured parallel to the road surface.

The maximum size of the end plates is 356mm square and end plates will be considered part of the aerofoil for purposes of measuring the overall width.

End plates must be flat and parallel to the longitudinal centre line of the vehicle.

It is permitted to fit a rear diffuser but this may not extend rearwards outside the plan of the body

It is permitted to fit a front splitter this must not protrude forwards outside the plan of the body by more than 100mm.

The front splitter may not be wider than the width of the body not including wing mirrors in plain view and must incorporate a single upright flitch plate on each end that attaches the splitter to the body of the car.

It is permitted to fit a maximum of six stays to support the splitter.

Brake cooling ducts may be fitted to the front panel in the area replicated as a spot light to a maximum size of 100mm diameter. These are the only ones allowed.

Bonnets may have up to three ventilation apertures, up to a maximum of 350 cm² (54 in²) each. These apertures are for ventilation only and must not direct air to any part of the intake system. All apertures must be fitted with a mesh.

The bonnet must be secured with a minimum of four (4) over centre type retaining pins, two at the rear and two at the front. The bonnet must be fitted in the full closed position and correctly supported and aligned with the scuttle panel at all times. It is permitted to have rear hinges fitted to the bonnet but it must utilise all four bonnet pins when closed.

Ventilation louvres up to a maximum size of 127 x 203mm may be added to either the top or rear of the wheel arches. The louvers must blend in with the surrounding bodywork and must comply with Motorsport UK J 5.2.6

It is permitted to cut a maximum of four (4) holes with a maximum diameter of 75mm in the rear bumper or body work below bumper for the purpose of ventilation. Tyres/ wheels must not be visible through these holes.

No other non-standard ducts, apertures or holes are permitted in any other panels, only those detailed above

The fitting of a wide angled rear view interior mirror and one rear view mirror on each side externally, is compulsory. These should be in keeping with the presentation of the formula and be of a size to offer peripheral vision to the rear of the vehicle. It is not permitted to drill the roll cage or chassis when fitting any mirrors.

The doors must be either hinged or retained by 4 pins/"R" clips both sides. If the doors are retained by pins the "R" clips must be linked together and defined as a releasing system (and capable of working as such). A clear notice must be applied to the outside of the door panel clearly defining the method of opening. All doors must be capable of being opened from the inside in accordance with Q19.2.5

5.6.2 Modifications Prohibited

General

With the exception of the aerodynamic devices, it is prohibited to use carbon fibre in any body panel

No panels may be bonded together to form one piece nor is it permitted to add any type of tape over any panel joints. The front body panels may not be bonded together to form a one-piece front end. The same applies to the rear panels. There must be a minimum of 5mm of wheel arch radius remaining. It is not permitted to drill holes for lightening purposes.

Exterior

Body panels repaired with race tape are unacceptable and it is not permitted to cover any joint or gap with race tape with the exception of temporary repairs carried out during a race and approved by the Eligibility Scrutineer and/or Safety Scrutineer.

5.6.3 Lifting eyes:

All cars must be fitted with recovery lifting system. This system will consist of a roof lifting eye and two anchor points under the bonnet. The lifting system points must be identified with a contrasting colour marking

All cars must be fitted with front lifting eyes as supplied by SHP Promotions Ltd. They must be welded to the chassis professionally. The lifting eyes must be painted in a contrasting colour to the body/chassis and be clearly defined.

5.7 Engine

This series is established for front engine vehicles only. Amendments and alterations to engine arrangements within these regulations do not permit the relocation of the engine to the rear of the chassis/shell.

Unless stated in these regulations all engine components must remain as original for the selected engine. All engines should conform to the manufacturer's homologation specification.

The only engines permitted are as follows:

Vauxhall C20XE & C20XEV 2.0 Litre 16v with a bore of 86mm and a stroke of 86mm

Ford Zetec NGA (NGB/NGC) 2.0 Litre 16v with a bore of 84.8mm and a stroke of 88mm

Ford Duratec IS7G or 4MSG with a bore of 87.5mm and a stroke of 83mm

Any bolt within the Ford or Vauxhall engine configuration may be converted to stud and nut and vice versa this includes cylinder head retainers.

5.7.1 Permitted Modifications

It is permitted to over bore the cylinders to a maximum of 1.5mm. It is permitted to sleeve the cylinders but the maximum overbore of 1.5mm must not be exceeded.

It is permitted to machine the cylinder block on the head gasket surface only.

It is permitted to modify the cylinder block to accommodate a dry sump system provided such machining is kept to a minimum.

The standard pistons may be replaced with any forged type. Machining of valve pockets is permitted. It is permitted to bevel angle machine the outer edge of the piston crown to a maximum of 0.75mm to assist in head gasket clearance

Steel con rods are allowed providing they retain the same length and dimensions of the original rod. The gudgeon pins can be press fit or floating. The replacement rods must be made of a ferrous material and have the same dimensions as the original component. See Drawing D3 and D4

The Ford Zetec has free use of con rods from Zetec NGA, NGB and NGC engines

The only crankshaft permitted is that used as in the original engine, the only modification permitted are localised drilling and grinding to gain the correct balance of crankshafts and con rods or to remove excessive flash material. Heavy metal may be added to the crankshaft for the purpose of balancing.

The flywheel must be replaced with a lightweight steel version but the standard diameter ring gear must remain. The twin plate clutch is free but the minimum diameter is 184mm.

The cylinder head must remain as standard with the following exceptions:

The area either side of the cam follower may be fettled if necessary, to allow competition camshafts to rotate freely.

The obsolete distributor housing on 16v heads may be reduced or blanked if applicable.

Valve guides may be replaced but must remain in the original position. Bronze guides of thin wall bronze guide inserts are permitted. The choice of valve springs, top caps and collets is free and it is permitted to machine the valve spring seat

The choice of camshaft is free and it permitted to use Vernier pulleys to adjust the cam timing

Cam followers must be standard, either hydraulic or solid. Vauxhall XE solid lifters may be used in the Ford Zetec and it is permitted machine to accommodate the lifters.

It is not permitted to modify the combustion chamber or ports, with the exception of the valve seat area which may be fettled but no further than the valve guide.

The choice of cylinder head gasket is free, wire rings and additional sealing devices are not allowed.

The choice of valves is free providing they are manufactured from stainless steel and to the following dimensions. The shape of the valve may be changed

Engine Type	Valve Head Diameter		Total Valve Length		Valve Stem Diameter	
	inlet	exhaust	inlet	exhaust	inlet	exhaust
Vauxhall C20XE	33.0	29.0	102.1	92.55	6.9	6.9
Vauxhall C20XEV	33.0	29.0	104.8	105.0	6.9	6.9
Ford Zetec	33.0	29.0	96.5	95.5	6.0	6.0
Ford Duratec	35.0	30.0	103.4	104.6	5.5	5.5

It is permitted to counter-bore the spark plug seats of the Ford Zetec cylinder head to enable conventional spark plugs to be used.

5.7.2 Prohibited Modifications

Fuel injection and/or forced induction is not permitted

Heat treatment and shot peening of standard components is not permitted.

Lightening of the components other than to balance is not allowed

It is not permitted to enlarging / reducing or drill extra waterways in either the head, head gasket or cylinder block.

5.7.3 Location

The centre line of the engine crankshaft must be located on the longitudinal centre line of the car.

It is not permitted to incline the engine from the vertical by more than 10 degrees

Engines must be mounted a minimum of 762mm forward of the centre-line between front and rear axles, measured from the rear face of the engine block when viewed vertically.

5.7.4 Oil/Water Cooling

Oil coolers and additional water radiators are permitted providing they are located with the periphery of the engine compartment.

It is not permitted to modify the water pump impeller. The water pump must be belt driven from the crankshaft however the pump drive pulley size may be changed.

It is permitted to use a dry sump system but any oil tank must be isolated from the driver's compartment as in Motorsport UK J 5.2.1.

5.7.5 Induction Systems

The only permitted carburettors are a pair of DCOE/SP Weber or corresponding Dellorto. The throttle bodies may not exceed 48mm and the maximum venturi size must not exceed 38mm when measured at the smallest point. Carburettors may not be fitted with throttle position or other electric sensors.

The only air cleaners allowed are those where the filter element assembly is fitted directly to the carburettor face. This must be done without adaptation or modification. In adverse weather conditions only, it is acceptable to add a deflector plate to restrict the water spray from entering the air filter elements. Performance related devices such as gas or water injection, additional fuel supplies or any other systems are strictly prohibited.

Air filters must be used at all times. The filter element section must be complete to eliminate the risk of foreign material entering the carburettor butterfly. It is not permitted to direct cold air via any scoop duct tube to the air filter.

Inlet manifolds are free

5.7.6 Exhaust System

Exhaust systems are free provided but must be fitted with an effective silencer and must comply with the requirements of Motorsport UK J 5.16, J 5.17 and J 5.18. The maximum permitted noise level is 105dB @ 0.5 metre

5.7.7 Ignition System

Ignition system must be supplied by MBE Systems Ltd (tel: 01285 883030). The unit must have a fixed advance curve and limiter set at 8000rpm. The system must have the original MBE seal. The eligibility scrutineer or his deputy has the right to require a driver to exchange their registered MBE box for a similar control box provided by the organisers. This may be done without notice and at any time during, before or after an event.

5.7.8 Fuel Delivery System

The manufacture and dimensions of all fuel pumps, fuel filters, fuel lines and tanks are free but must meet the following requirements

Fuel tanks must be fitted with vent pipe with the exit below the fuel tank and be fitted with a non-return valve. The fuel lines must be a steel braided reinforced type fitted with high pressure unions that are compatible with the hose used.

The fuel tank must be securely mounted to the vehicle structure and be isolated from the drivers compartment by a bulkhead that meets the requirements of Motorsport UK J 5.2.1. and J 5.2.2

5.8 Suspensions

5.8.1 Permitted Modifications

1. Any single or double adjustable shock absorbers are permitted, meaning a single adjustable bump and single adjustable rebound only.

Springs must be a single piece unit 2.25" (60mm) type.

It is permitted to use a flat type spring assister up to a spring rate weight value of 65kg to maintain the spring caps in position. Progressive springs are not permitted nor are secondary internal springs to the main spring.

2. Anti-Roll Bars are permitted on the front and rear axles. The complete length of the anti roll bar must be round solid or tubular design. They are not permitted to be adjusted while seated in the car or while driving the car.

5.8.3 Prohibited Modifications

Active ride height, damping control or shock absorbers fitted with separate reservoirs are not permitted

It is not permitted to use any form of remote adjustment for any suspension component.

Twin cylinder "piggy back" shock absorbers or the use of more than one shock absorber per wheel is prohibited

The use of any material other than steel in suspension arms and links

No suspension and other listed components in the cockpit area see Motorsport UK yearbook J5.2.1

5.8.3 Wheelbase/Track

The wheelbase must remain as per the original car within a tolerance of 51mm. The Mazda RX8 wheelbase is 2451mm and the Ginetta G40R wheelbase is 2438mm.

The track may not exceed 1,865mm when measured between outer extremities of wheel rims at hub centre height.

The minimum ground clearance with the driver on board is 40mm as defined by Motorsport UK J 5.20.11.

5.8.4 Ride Height

There must be a minimum clearance of 40mm when the 9.0/20.0x 13 tyres are fitted and the driver is seated in the car. Prior to the ride height check being carried out tyre pressure can be adjusted to a maximum value of pressure of 1.7 bar (24psi) in each of the four tyres fitted to the vehicle

If a wheel and / or tyre is damaged it can be replaced with one of similar tyre wear prior to checking. If the car has suspension damage, at the discretion of the Eligibility Scrutineer the part may be replaced prior to checking

5.9 Transmissions

There are three types of gearbox that are permitted

A four speed gearbox with an "H" pattern gearshift, currently known as the Ford Rocket box, may be used but must have a 1:1 top gear ratio. Only gearbox casings manufactured by Ford, Quaife, 3J or Elite may be used.

A five speed gearbox with an "H" pattern gearshift, currently known as the Ford Sierra, type 9, may be used but must have a 0.83:1 top gear ratio. Only gearbox casings manufactured by Ford, Quaife, 3J or Elite may be used.

The choice of final drive axle ratio is free. Locked, free or limited slip differentials are allowed but one-off or development units are prohibited.

Or a Quaife QBE60G sequential 6 speed gearbox fitted with the following ratios - 1st 2.400:1, 2nd 1.840:1, 3rd 1.333:1, 4th 1.150:1, 5th 1:1 and 6th 0.889:1 using a 3.88 or 3.90 diff ratio.

5.9.1 Permitted Modifications

Gears may be REM Super finished. This is the only permitted process

5.9.2 Prohibited Modifications

It is only permitted to use a mechanical lever type gear shift mechanism, the use of any form steering wheel mounted paddle shift or electronic controlled shift system is prohibited.

It is prohibited to mechanically or electronically link the gearbox shift mechanism to any other system.

5.9.2 Transmission & Drive Ratios

See Above.

5.10 Electrics

The use of dash board instruments and switches is free and the facility to record lap times is permitted to be fitted to the car but no other form of data transmission or data logging is permitted.

5.10.2 Exterior Lighting

Two stop lights are mandatory; these lamps must have a minimum surface area of 49 cm² and a maximum area of 98 cm². The bulb rating must be of at least 21 watts intensity or equivalent LED unit. The lamp must be capable of operation at all times and must be fitted in accordance with Motorsport UK Q 19.11.3.

5.10.3 Bad Weather Light

A bad weather light is required to be fitted facing rearward and within 10cm of the vehicle centre line. This lamp must have a minimum surface area of 49 cm² and a maximum area of 98 cm². The bulb rating must be of at least 21 watts intensity or equivalent LED unit. The lamp must be capable of operation at all times. Motorsport UK K 5.

5.10.4 Batteries

A battery must be fitted that is capable of at least 3 repetitive starts without external assistance. The battery is free but any non-lead/acid technology battery must be taken from the list approved by the Motorsport UK. A battery isolation switch must be fitted that is operational by both the driver and externally Motorsport UK Q 19.11.1

5.10.5 Starter

The vehicle must be fitted with a starter system that is operational at all times and is capable of restarting the car three times even when hot.

5.10.6 Generators

A fully working standard alternator must be fitted and electrically connected so that the standard battery charging function is providing to the on board battery at all times when the vehicle is in motion.

5.10.7. Lap timing:

A facility to display lap times is permitted to be fitted to the car. Telemetry or suspension mapping systems of any type are not permitted. (CR 3.13.2)

5.10.8 Recording devices

All cars must have a judicial camera fitted in the interior facing forward and positioned on the left-hand side. It must be focussed below the level of the interior mirror to provide a driver's eye view that should include an area of the steering wheel, the dashboard displaying the race number and a field vision of approximately 100 metres.

The fitment of the camera and its focus will be part of the eligibility vehicle inspection prior to a safety inspection.

The unit must be switched on and be recording at all times the car is on track during any free practise, qualification sessions and races. It is the responsibility of the competitor to ensure that the unit's battery is charged and the camera is recording onto a Super Silhouette SD card during the above-mentioned sessions.

The SD card is the property of Championship organisers for whatever purpose they require the information for.

Failure to comply with what has been written will carry penalties initially from the Clerk of the Course and secondly from the Championship. The penalties for the first offence are a written warning being given. The second offence is a deduction of twenty (20) Championship points. The third offence carries a deduction of thirty (30) Championship points and a £100.00 (one hundred pound) fine. Any further infringements will be penalised as per the third offence.

The fitment of any other form of visual or sound recording device or system may only be actioned after permission has been granted in writing by the Championship Organisers.

There is a restriction to any advertising. The dash must show the race number of the respective car the camera is fitted to.

The Championship Organisers have the rights to any camera material prior to the driver or team, whoever it belongs to. All material must be un-encrypted.

5.10.9 Radios

All cars must be fitted with an operational radio system which must be supplied or accepted and certificated by Autotel Race Radios when practicing, qualifying or racing. The radio must be programmed to receive the communications from race control at all times. The aerial must be positioned centrally on the roof of the car. The radio must be programmed to receive on one single channel and must not be capable of any form of transmission that would interfere with the operation of the race control frequency.

5.11 Brakes

5.11.1 Permitted Modifications

The braking system must operate efficiently on all four wheels. Brake proportioning valves are permitted to be fitted in the front and rear brake lines but the fluid pressure must be displaced equally across axles either front or rear, Motorsport UK Q 19.5 applies.

Brakes are unrestricted with the exception of brake disc material which may only be steel or cast iron.

Brake duct tubing is permitted. The two front panel ducts are the only means allowed for cooling the front brakes and hubs. Electrical fans are permitted to be fitted into the duct that will force air to the brakes, hub bearing carriers and wheel rims only.

5.12 Wheels & Steering

The components of the steering systems are free but must be of the rack and pinion type working on the front wheels only. The use of ceramic wheel bearings is prohibited

Wheels must be 10" x 13" non-centre lock type. Irrespective of the maximum size allowed, the wheel/tyre combination must fit within the confines of the allowable wheel arch/bodywork modifications outlined in Section 5.6 above.

5.13 Tyres

5.13.1 Nominated Manufacturer

Avon Tyres

5.13.2 Specifications

The only type of tyre permitted is the Cooper Avon tyre supplied in slick and wet specifications. The SLICK tyre size 9.0/20.0x13 must be marked 14975S and compound A37 and the WET tyre size 9.0/20.0x13 must be marked with 7168W.

The tyres may not be cut or altered in any way from that supplied by the manufacturer. Other than cleaning the surface with a hand held brush to remove residue and debris collected on slow down laps or while returning to the paddock area, no tyre may be buffed. Between races tyres can have surface material residue removed by using a hand held scraper, blade or low temperature heat gun. Tyre warmers, space heaters or any similar devices for heating or softening the tyre compound are not permitted at any time. The use of any chemical mixture that is placed in the vicinity of, or applied to, the tyre, that would re-structure the compound of the tyre, is also prohibited. Any wet tyre must have a minimum of 3mm of tread across the face of the tyre for 80% of its width and 80% of the diameter of the tyre at the start of the race it is to be used in.

A total of six tyres are all that are permitted for use on race days and in official practice. Of these six tyres only one is allowed to be new, the remaining must be selected from those declared at a previous 2020 Championship event. The tyres must have two barcodes fitted by the manufacturer at the point of production. The relevant coding and designated numbers must be recorded on the documented tyre sheets and registered with the Eligibility Scrutineer at scrutineering. At the time of practice, familiarization or racing no other slick tyres may be present in the pit lane or relevant garage.

Every registered competitor, at their first round of the 2020 Championship is permitted to register a total of eight slick tyres, four of which may be new, the used tyres must be less than two years old.

To assist teams working with a restricted budget, these teams will be allowed to run used tyres previously owned by other teams. Proof of originality and transfer of ownership is required.

With the exception of a wet qualifying session the tyres fitted and used on the car at the end of the qualifying session are the tyres that must be used for the first race of that event.

If the car is involved in an accident or incident which has caused damage to the tyres it will be at the discretion of the Eligibility Scrutineer and a representative of the controlled tyre supplier as to whether extra tyres may be allocated for use. Additional tyres to be used will be on a like for like basis and on the introduction of these tyres the original damaged units will be destroyed and a grid place penalty will be imposed. Damage caused by exceeding track limits will not be considered an accident or incident. Upon being noted, the Eligibility Scrutineer and a representative of the controlled tyre supplier reserves the right to refuse usage of any part worn tyre that they deem unsafe.

5.14 Weights

- 5.14.1 The minimum weight for the car will be 860kgs including the driver. Where ballast is required to be added due to the car being under 860kgs it must be placed below the centre line of the wheels securely bolted with a minimum of 8mm size bolts and appropriate backing plates.
- 5.14.2 All cars must be fitted with a controlled success ballast plate bracket, supplied by SHP Promotions Ltd and bolted or welded professionally in the chassis in the rear passenger side floor area within the accepted area shown in the Ballast plate photos on page 35 and Drawing D1

The success ballast plate may be mounted flat or vertically to suit the vehicle but must be within the specified area shown on page 35.

- 5.14.3 Success ballast is in a flat plate format, see Drawing D2, supplied by SHP Promotions Ltd and issued by the licensed Eligibility Scrutineer or scrutineering administrator, regulation 1.8.3. Each plate will be a size of 590mm x 120mm x 6mm and it will require 3 plates to make up 10kg +/- 100grams. The only area permitted to fit the ballast is as CR 5.14.2 The maximum success ballast permitted to be carried is 30kg +/- 300 grams. The quantity of ballast being carried must be displayed on the windscreen in the lower left hand corner even if it is zero.

Where success ballast plates have been issued and have not been fitted or not taken to the respective round of the championship the competitor concerned may be subject to a fine of £50.00 for each plate, plus a loss of ten championship points and forfeiture of the drivers relevant grid position.

5.15 Fuel Tank / Fuel

5.15.1 Locations

The of the tank is free but must comply with Motorsport UK J 5.2.1 and Motorsport UK J5.2.2 so either a fireproof bulkhead between the tank and the cockpit or a sealed housing for the tank must be provided. Fuel pumps are NOT permitted in the cockpit area unless they are totally isolated.

5.15.2 Fuel

The only permitted fuel to be used is that purchased from a roadside service station as pump fuel, Super Unleaded with an octane rating of up to 99 (ninety nine) octane. This is to be used as purchased with no additives what so ever. Anglo American, Sunoco, aviation fuel and/or any special mix fuels are not permitted. Random fuel testing will be carried out throughout the season. See CR4.4.6 Fuel samples will always be taken at the point the fuel enters the carburettors. Super Silhouette Racing will alternatively supply the correct fuel as detailed above for the competitor to use during a race meeting and the performance will be evaluated.

5.16 Silencing

Must comply with Motorsport UK Regulation [J 5.16], [J 5.17] and [J 5.18].

5.17 Numbers and Series Decals

5.17.1 Positions

To be able to compete in the Championship the car must display competition numbers on each side of the car occupying a section of the door being of a size at least 230mm high with 38mm wide strokes. The race number must also be displayed on the roof of each car, positioned square to the front screen with the base line of the numbers no more than 150mm from the top of the windscreen and allowing the number to be read directly from the front of the car. This number must be of a minimum size of 230mm with 38mm wide strokes.

The left-hand headlight and rear light must also carry the driver's race number.

The organisers reserve the right to require immediate action to clarify race numbers deemed to be unclear by virtue of the style, size or colour. Silver or gold foil type or reflective number decals are not permitted. Advertising and graphics are not permitted on the sun visors, the rear window of the car, the roof, the leading edge of the doors. These are all areas allocated to the Championship to advertise the products and/or services of sponsors associated with the championship. The decals for the sponsors will be placed in a uniform manner as laid down by the Championship organisers.

- 5.17.2 All race transporters and associated team vehicles must clearly show the number assigned to the Super Silhouette and team it represents.
- 5.17.3 All cars must have fitted head lights and rear light graphics. These must mirror those of manufactured vehicles. Clear/white rear light graphics are not permitted.

6. APPENDICES

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

6.1 Race Organising Clubs and Contacts:

British Automobile Racing Club Ltd (BARC)
Thruxton Circuit PO, Andover, Hampshire, SP11 8PN
Tel: 01264 882200 Fax: 01264 882233

SHP Promotions Ltd
7 Faraday Road Business Park
Littleport, Cambridgeshire, CB6 1PE
Tel: 01353 861168 Fax. 01353 861877

6.2 Commercial Undertakings

6.2.1 Undertakings.

- a) The primary objective of the Super Silhouette Championship, through drivers, team principles, team members and officials is to entertain the paying public. The Championship organisers have contractual rights with the promoters, event organisers and circuit owners to ensure agreement terms are met. The Super Silhouette management team are required to achieve this by implementation and interpretation of the Rules and Regulations of the Championship.
- b) The majority of the cars in the championship are owned by the driver therefore any communication from Super Silhouette organisation, the operating clubs or event management will be via the driver.
- c) The rules and regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish the minimum requirements acceptable for such events. These rules and regulations shall govern the condition of all events and by participating in these events all participants are deemed to have agreed to these rules and regulations. No expressed or implied warranty of safety shall result from publications of or compliance with these rules and regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official.
- d) All competitors, team members (mechanics etc.), manufacturers and persons associated with any of the above agree to be bound by the regulations including any amendments, variations or statements relating to the Championship.
- e) Drivers, and/or car owners shall not have any claim against SHP Promotions Ltd. or its Officials or Race Organisers by reason of disqualification or damage of either personal injury or personal property as far as is possible under English Law.

6.2.2 Conduct, Penalties, etc.

- a) All persons admitted to the pit or any other restricted area at any event must obey all rules and regulations set down herein. Each person so admitted must complete and sign all releases of liability requested by the organisers.

- b) All authorised personnel entering any restricted area at an event must conduct themselves in an orderly manner not detrimental to the Championship. Complete attire including shirt, trousers and shoes is mandatory at all times.
- c) Failure to take part in any of the driver introductions, autograph sessions or official presentations of an event without permission of the Championship Manager or Championship Co-ordinator may result in application of penalties and a fine of £100.
- d) Verbal or physical abuse of a Super Silhouette Official, agent or representative and/or the use of improper language are strictly prohibited. Disorderly behaviour in any restricted area will be referred to the Clerk of the Course and Championship Management who may subject offenders to suspension and/or fine under their powers within these Regulations and Commercial Undertakings.
- e) On the result of CR 6.2.2.e. Super Silhouette Championship is within its rights to withdraw the offending competitor from nominal number of rounds or in full from the Championship. On this action the retained bond for entry fees will serve as the fine.
- f) Use of any alcohol, controlled substance or drug that may alter an individual's ability to conduct themselves safely at an event is prohibited under H39-46. Certain Prescription drugs may also be considered subject to the same prohibition. Violation or suspicion of violation of this regulation may cause the offender and any entrant or driver he/she represents to immediate exclusion and possible fine at the discretion of the Clerk of the Course.
- g) It is the driver's responsibility to control the actions of all his/her crew members during the time they are attending an event. It is the driver's responsibility to ensure that all team members and guests meet all curfews, timetables and restrictions. This includes any instructions imposed in the official newsletters and final instructions.
- h) It is the responsibility of the driver and/or team principle to ensure that no member or associated member of their team publishes any adverse or detrimental statement liable to bring the championship into disrepute via the media and/or internet.

It is advised that every person involved in Super Silhouette Championship reads and adheres to the Motorsport UK Best Practice Guidelines for Social Media which can be requested from Super Silhouette Championship or downloaded via the internet.

- i) Super Silhouette racing is within its rights to impose a fine. This can be imposed on a driver, crew chief, spotter or a crew member of the team. The fine can be imposed for any action deemed to contravene the Regulations and Commercial undertaking of Super Silhouette Championship. The value of the fine will be dependant on the nature of the incident.
- j) Super Silhouette racing is within its rights to impose Championship point deductions for infringements by driver, crew chief, spotter or a crew member of the team. The point deductions can be imposed for any action deemed to contravene the Regulations and commercial undertakings of Super Silhouette Championship. The value of the point deductions will be dependant on the nature of the incident.

6.2.3 Media, Sponsorship, etc.

All participants empower Super Silhouette Racing to represent them in assigning rights for reproduction of permitted race events by electronic and/or print media and automatically assign rights to utilize their names, likeness, etc. in the media related materials and/or advertising of permitted race events.

All cars must carry sponsors logos in accordance with illustration H1.

The Championship Promoters reserve the right to exploit image rights including exploitation through any written, printed, filmed, taped, digital, analogical or electronic media whether exposed through TV and radio broadcasting (including advertisements), cinemas, the internet, emailing, texting, imaging, video, electronic and/or digital games, posters, press releases, event programmes, newspapers, magazines, promotional booklets, advertising leaflets, packaging and admission tickets. These rights are reserved for as long as the Championship promoter wishes, free of charge, such rights extending, without further consent, to sponsors and commercial partners of the Championship promoter from time to time as well as its successors in title.

"Image" includes likenesses of drivers, cars and team equipment transmitted from and/ or captured and / or produced within the confines of a Super Silhouette event whether or not on the race circuit; whether stationary or moving by hand, film, tape, digitally, analogically, electronically or any other method.

“Image rights” means the right to exploit any image, for whatever purpose including promoting commercial interests, whether or not any such image contains the intellectual property of any entrant, team, driver, sponsor or third party.

6.2.4 Team Organisation.

- a) All-terrain vehicles (ATV’s) are permitted in the pit lane area for towing race cars or pit trolleys only and may only be use for such up to 20 minutes prior to the circuit opening and must then be removed from the pit lane area..
- b) All cars, race transporters and associated support vehicles must clearly show the number assigned to the car owner by Super Silhouette Racing.

6.2.5 Advertising

No advertising of tobacco or tobacco products is permitted in any shape or form in the Championship. Additionally, any products that are not permitted to be advertised on UK television are prohibited. The Championship Manager reserves the right to censor any advertising deemed to be unsuitable and participation at an event may be prohibited until such advertising is changed.

No advertising or statements on the car, team vehicles, or on Drivers’ race clothing or team clothing is allowed which may reasonably be considered unsuitable or offensive to the Championship Promoters and organisers, or their sponsors.

The Championship Promoters reserve the right, in maintaining a positive public image for the sport, to approve or disapprove any advertising, sponsorship, message or similar agreement in connection with any event. The decision of the Championship Promoters is final in such matters.

No advertising or statements on the race car or the Drivers’ race clothing is permitted to conflict with the Championship sponsors without written approval of the Championship Promoters.

Advertising is permitted on the areas identified in the drawings in illustration H1.

6.2.6 Television

The Championship Promoters, through their nominated film production companies have exclusive broadcast, recoding, cable, satellite, digital, video, internet and interactive rights and rights to all other mediums to film and record the participation of the Driver, Spotter, Sponsor, and any other team member l the events and activities throughout the Championship and to licence, assign or otherwise deal with such rights and/ or film and recording.

The competitor accepts without reservation or recourse the surrender of his/her rights (if any) in such matters which may then be used at the Championship Promoters discretion.

It is mandatory to carry on-board cameras, CR 5.10.8

All competitors advised that they are to carry on-board television cameras, may be required to have the approved Championship logo in a position visible to a forward facing on-board camera. The decision for the positioning of this logo rests solely with the Championship Promoters and their nominated film production company, subject to the performance of the car not being impaired.

No other publicity material that is visible to an on-board camera will be allowed on the car.

Any competitor who fails to meet these requirements will be penalised by the imposition of a fine of £500 on the first occasion by the Championship Coordinator and the material will not be released nor transmitted. Any further failures may be considered as a breach of these Commercial Undertakings.

Competitors are obliged to assist in promotion of the Championship/ Series by the granting of interviews when requested by the nominated film production company and any other reasonable requests of the Championship Promoters.

Competitors agree to authorise the Championship Promoters to use and licence the use of images and representatives of the vehicles and drivers competing in the Championship for the purposes of producing merchandise exploiting and promoting the Championship. For the avoidance of doubt the right to exploit the interactive games rights of the Championship rests only with the Championship promoters.

6.2.7 Hospitality

Hospitality/entertaining in any way or form of food/ drink is strictly prohibited in paddock areas without prior written consent from the circuit. Each team is permitted to provide general catering for team staff /drivers /family members only, up to a figure no greater than the number of permanent personnel passes issued by the series promoters to the team in respect of their entered car(s). Such catering operations can only be conducted in Paddock areas using vehicles granted Paddock access by the Championship Promoters/ Championship Coordinator.

6.2.8 Passes: As per issue via respective clubs and circuits.

6.2.9 Paddock vehicles

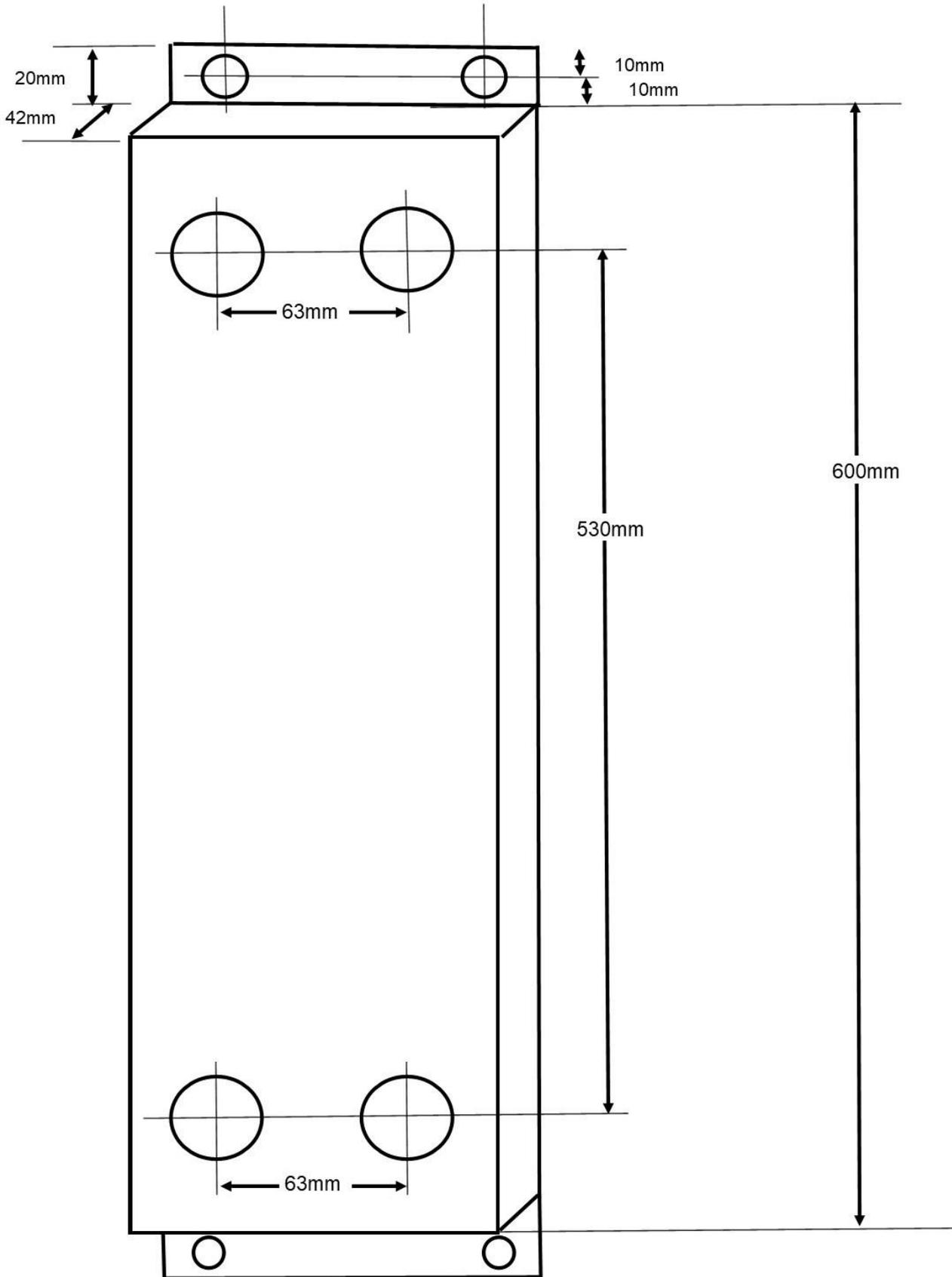
- a) Instructions regarding the parking of race transporters, motor homes, etc. will be issued.
- b) Competition cars may only be moved in the pit or paddock areas with a current full road traffic license holder seated in the driver's position and in full control of the car.
- c) A speed limit of 10 mph applies in the paddock at each Championship meeting.
- d) All non-road registered motorised vehicles may not be used for recreational purposes and may only be used for team personnel on team business during the time limits specified in final instructions for each event. All drivers must be over the legal driving age, hold a current driving licence and each vehicle must be adequately insured. Proof of insurance may be required.

Appendix A

Vauxhall Tigra Mk1, MK2
Mitsubishi Colt
Peugeot 205, 206, 206CC
Ford Fiesta MK4, MK5
Audi TT
Mercedes SLK
Mazda RX8
Ginetta G40
BMW Z4
VW Corrado

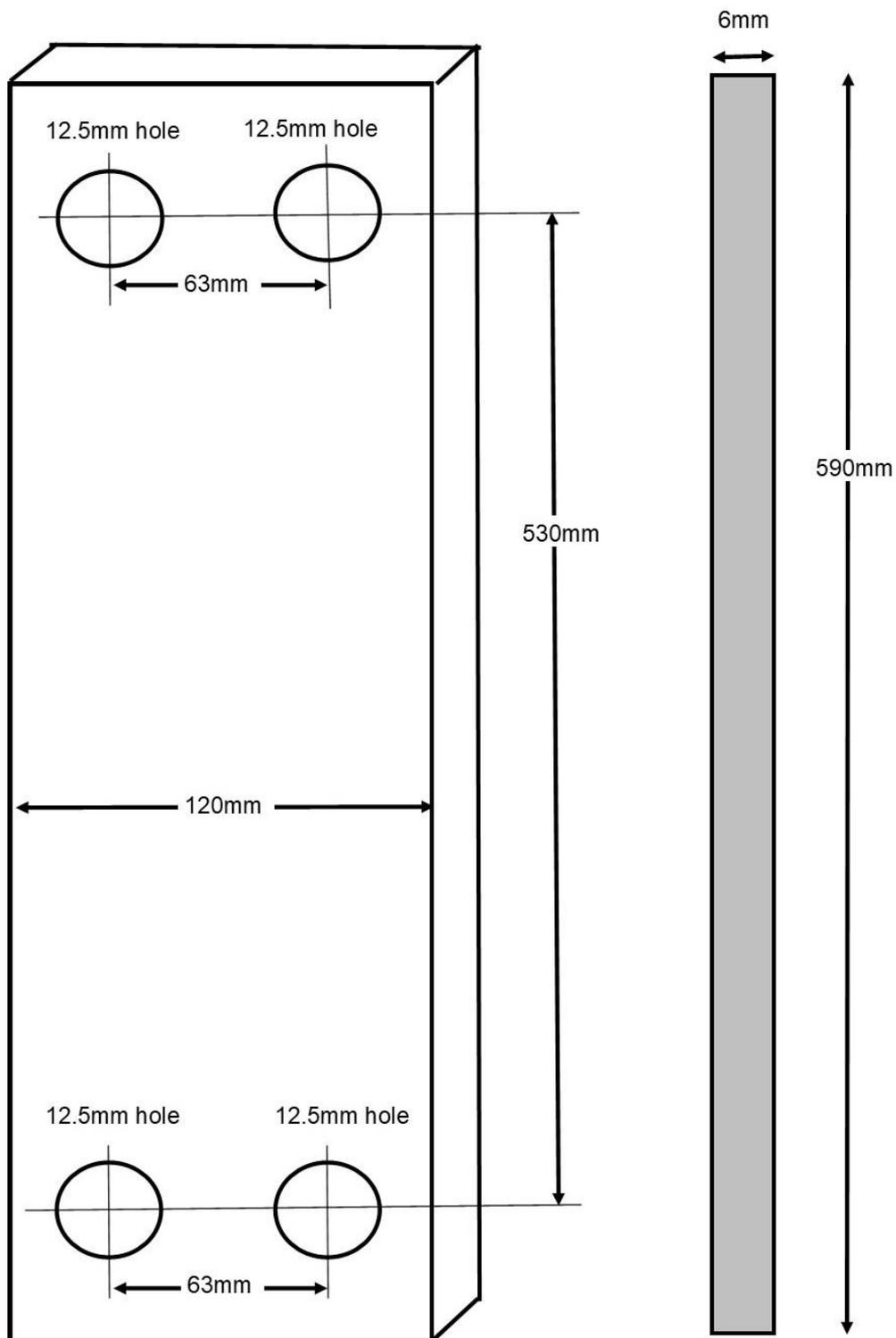
Super Silhouette Racing Controlled Ballast Plate Bracket

Drawing D1



Super Silhouette Racing Controlled Ballast Plate

Drawing D2

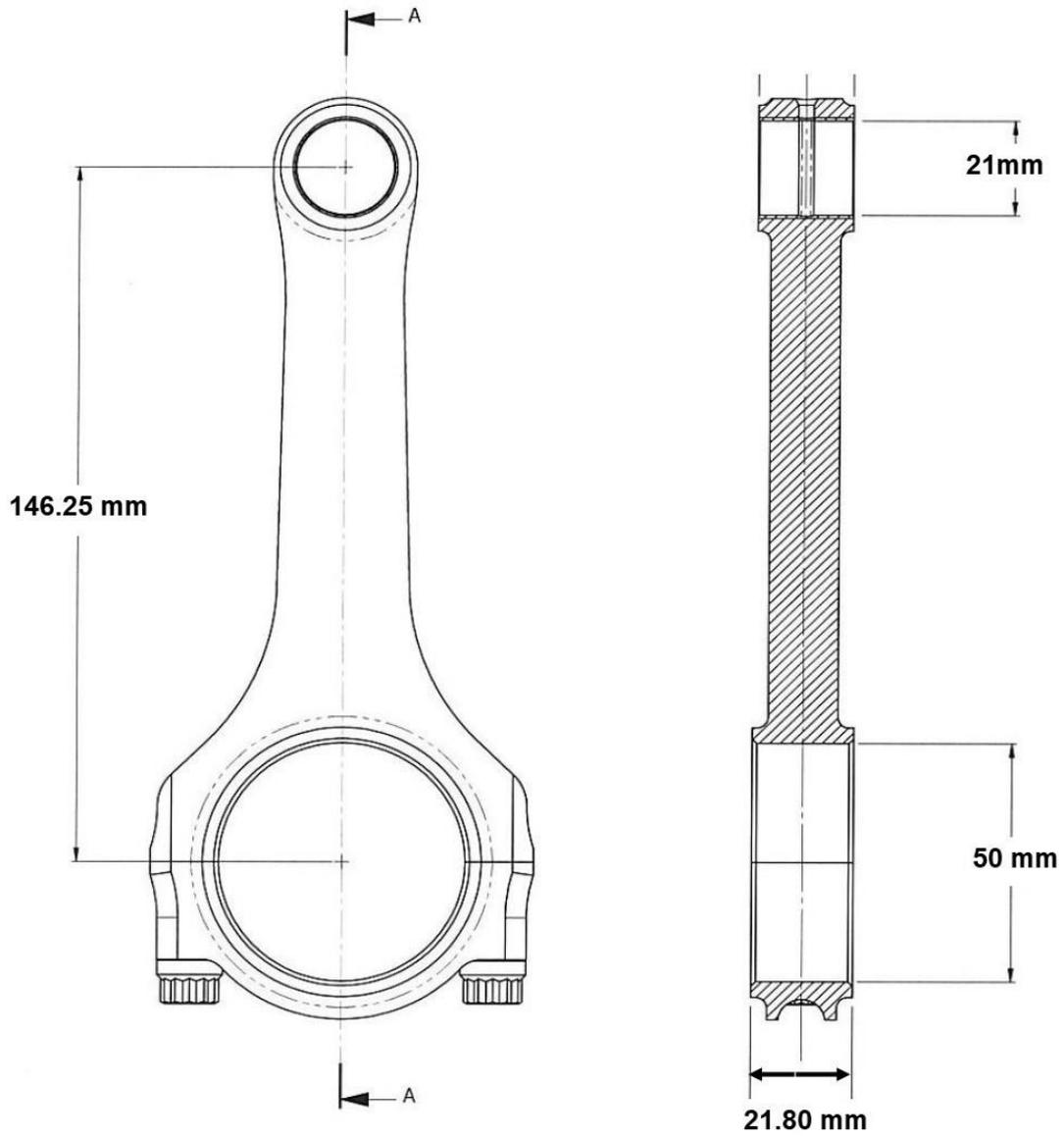


SHP Part No. D0825

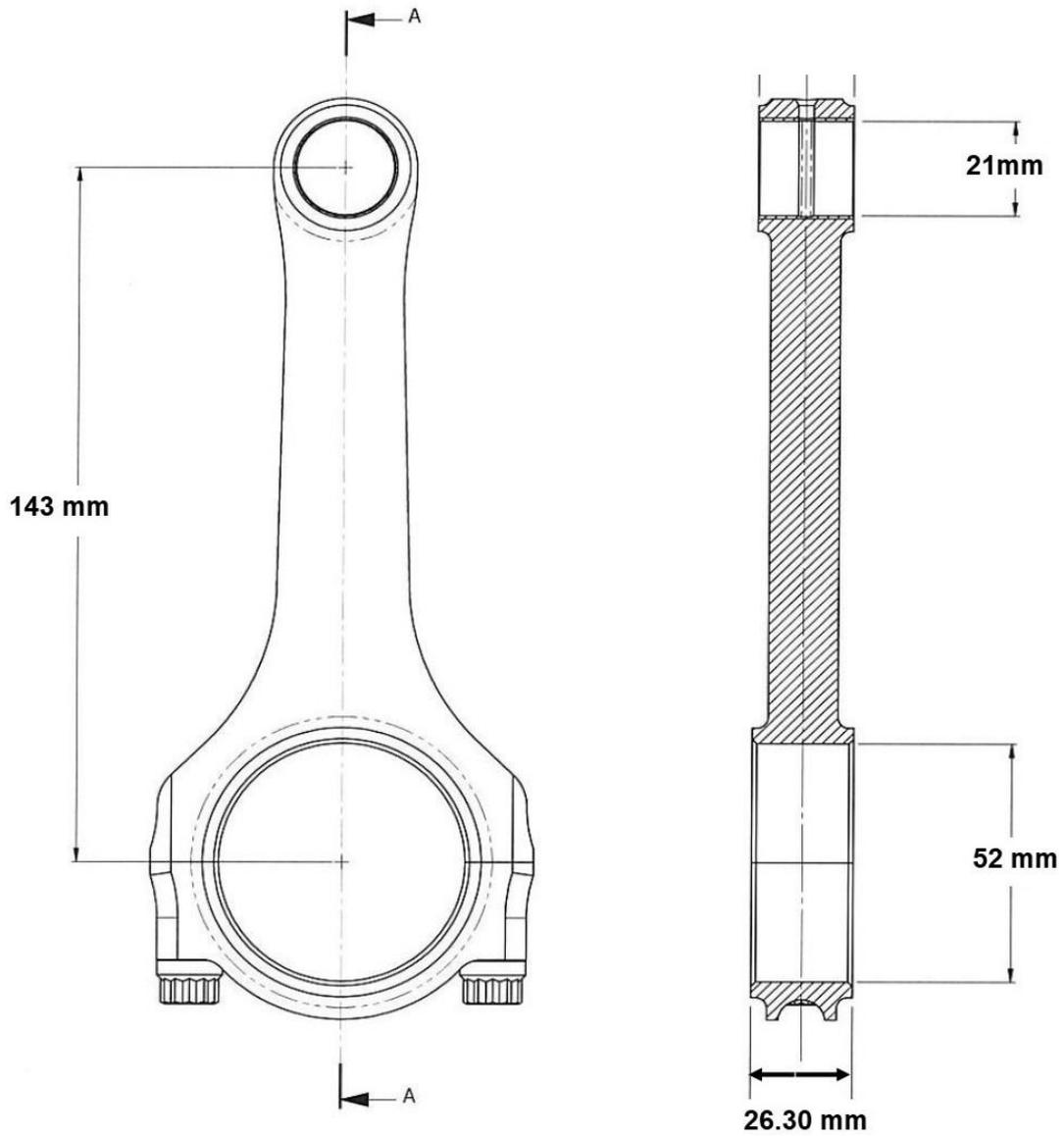
Material: Mild Steel Black Flat Bar 6mm thickness

3 plates = 10kg

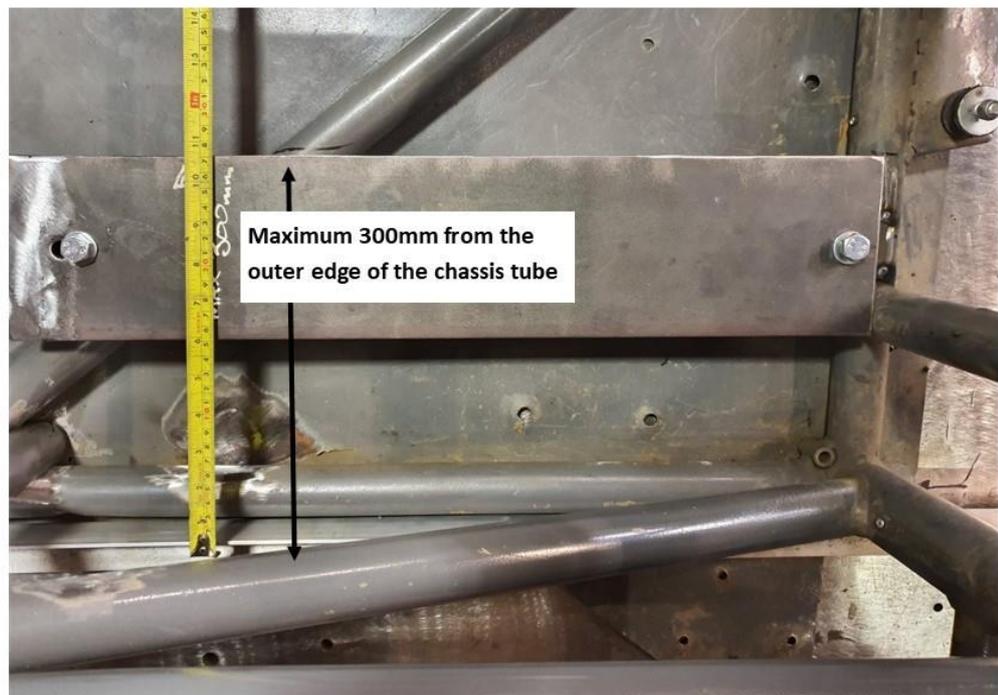
FORD 2 LITRE DURATEC — CONNECTING ROD
Drawing D3



VAUXHALL 2 LITRE — CONNECTING ROD
Drawing D4



Super Silhouette Racing Controlled Ballast Plate Photos



Please note the 2 images above show a Ballast Plate (SHP Part #D0825) with only 2 holes drilled. For 2020, there must be 4 holes drilled in as shown in Drawing D2 on page 32 of these regulations. Championship Regulations 5.14.1, 5.14.2 and 5.14.3 must be strictly adhered to.