2025 – 2027 Vehicle Classification Regulations

Groups & Classes

1. Clubman: Normally-aspirated, 2WD production cars built to Appendix II regulations, and Normally-aspirated FIA Homologated 2WD Group N cars.

		2-valve/cyl	Multi-valve
C1:	0 – 1600cc	895Kgs	1000Kgs
C2:	1601 - 2000cc	995Kgs	1080 Kgs
C3:	2000 – 2500cc	1095Kgs	1250 Kgs

2. Historic: Built to Appendix III regulations.

For cars Homologation prior to 1986 and built to their date-appropriate FIA Appendix J groups 1 - 4, N and A, as well as the Historic General Regulations.

Homologation papers here: https://historicdb.fia.com/

Period FIA Appendix J here:
https://argent.fia.com/web/fia-public.nsf/whistj?open&lang=a

H1: 0 – 1600cc
H2: 1601cc and over

3. Modified: Normally-aspirated, 2WD production cars built to Appendix IV regulations, and homologated R1, R2, R3 Rally 4 and Rally 5 cars.

- R1, R2, Rally 4 and Rally 5 cars will compete in FIA Homolgation spec in M1
- R3 will compete in FIA Homolgation spec in M2
- R1A, R1B, R1T and R2B cars will run in M1 at homologated weight.
- R2C, R3C, R3T and R3D cars will run in M2 at homologated weight.

		2-Valve/cyl	Multi-valve
M1:	0 - 1600cc	900Kgs	1030Kgs
M2:	1601 - 2000cc	980Kgs	1080kgs
M3:	2001 and over		

(M3 - Add 20kgs for every 100cc or part thereof over 2001cc to the 2000cc weight.)

4. Super Modified: 2WD production cars built to Appendix V regulations.

		2-Valve/cyl	Multi-valve
SM1:	0 - 1600cc	710Kgs	790Kgs
SM2:	1601 and over		

Add 2.8 Kgs for every 10cc or part thereof over 1600cc, max 1310Kgs.
Subtract 2.8kgs for every 10cc or part thereof under 1600cc, minimum 600kgs
Rotary engine nominal cubic capacity multiplied by a factor of two to determine weight.
Pressure-charged engine factor of 1.7 times cubic capacity to determine weight.

5. Open Class: Pre-2011 2WD cars built to Appendix V regulations and conform to the weights below. These cars are eligible for class awards only. Pressure charged factor of 1.5 to determine weight.

		2-Valve/cyl	Multi-valve
OC1:	0 - 1600cc	710Kgs	790Kgs
OC2:	1601 and over		

Add 2.8 Kgs for every 10cc or part thereof over 1600cc, for a maximum overall weight of 1310Kgs.
Subtract 2.8 Kgs for every 10cc or part thereof under 1600cc, for a minimum overall weight of 600Kgs.
Rotary engine nominal cubic capacity multiplied by a factor of two to determine weight.

6. 4WD

Group N: For FIA Group N cars.

Group M4: For FIA Group A & R4 cars, Pre 1990 FIA. Homologated Group A Cars, Homologated S2000 FIA Cars, as well as cars built to appendix IV regulations (save for the engine, which must remain from the same manufacturer). For cars built to appendix IV regulations, intercoolers are unrestricted but housed within the body work.
Turbochargers maybe changed or modified but must be fitted with 34 mm restrictors and the vehicle should have a minimum weight of 1230kg and a maximum engine size of 2000cc.

Group R5: For FIA Homologated R5 Cars and FIA Homologated Rally 2 Cars.

Group WRC: For Former FIA Group WRC cars built on or before 31st December 2016, as well as un-homologated Cars built to appendix 6 below.

Weights & Turbo Restrictor Size based on CC's for FIA WRC Cars as below:
0 - 1600 CC – 1200Kgs with 33mm Restrictor
1601 - 2000 CC – 1230Kgs with 34mm Restrictor

When an original homologated part is not available, an aftermarket made part may be used once it is of the same specification as the original homologated part and does not confer any performance gain in any way. This must be approved by the Chief Scrutineer.

Appendix 6

a) Un-homologated car body shells, body panels, suspension parts, drivetrain and aero devices are limited to a pre December 2012.
b) The engine CC capacity must not exceed 2000 CC.
c) 1600 CC cars – 1200Kgs with 33mm Restrictor.
d) 2000 CC cars – 1230Kgs with 34mm Restrictor.
e) The minimum weights for un-homologated cars running in group WRC may be revised at any time via the event ASR's.

All minimum weights listed directly or indirectly in groups 1. to 6. (Except Group WRC and FIA R5 which will run the FIA homologated weights). Above are increased by the following amounts across all classes with Driver and Co-driver (where applicable) included.
Rally: Any Event where Driver & Co-Driver are required, add 160kg's to minimum weight.
Sprint: Any Event where only the Driver is required, add 80kg's to minimum weight.

Appendix I: General Regulations

No regulation hereafter shall supersede these general regulations except where specifically stated.

COMPETITORS ARE ADVISED THAT THE EVENT ORGANISER RESERVES THE RIGHT TO CHECK SPECIFICATIONS OF ANY VEHICLE WITHOUT THE VEHICLE BEING OFFICIALLY PROTESTED.

1. PRODUCTION – the word production will be taken to mean any car or part thereof available for sale to the general public by a vehicle manufacturer or any other source for used car sales that the organizers deem fit including internet sources.
2. FUEL – Restricted to Carless, VP C9, VP 109, Sunoco 260 GT Plus, pump gasoline, pump diesel and Aviation Gasoline provided by BRC Authorised Supplier. For the Clubman class, only locally available pump fuel is permitted. Pump fuel is defined as fuel that is purchased from local public gas stations such as Sol, RUBIS, Esso, Texaco, Mobil and Shell, for the use in general purpose motor vehicles.

3. ELIGIBILITY - The following information needs to be available to the organisers in such form as to convince them of its authenticity, or will be obtained from other technical sources as determined by the organisers, before any vehicle can be eligible for competition: Original Manufacturers' brochure, owners' manual and/or FIA Homologation papers, listing in Buyers' Guide. All material that is used to confirm the specification of a vehicle must be presented on demand.

4. All modifications are forbidden unless expressly stated in the regulations specific to the group in which the car is entered, by the general regulations or "Safety Equipment".

5. It is the duty of each competitor to satisfy the Scrutineers and the Stewards of the Meeting that his vehicle complies with these regulations in their entirety at all times during the event.

6. Minimum weight - This is the real weight of the car, inclusive of driver and co-driver (where applicable) and their equipment, but not additional headlights. The equipment comprising the following:- driver's helmet + head restraining device + suit- co-driver's helmet + head restraining device + Suit (where applicable). At no time during the competition may a car weigh less than this minimum weight. In case of a dispute during weighing, the driver and co-driver (where applicable) with full equipment (see above) must be in the car. Additional headlights must be removed before weighing.

It is permitted to complete the weight of the car by one or several ballasts provided that they are strong and unitary blocks, fixed by means of tools with the possibility to fix seals, placed on the floor of the cockpit or roll cage, visible and sealed by the scrutineers.

7. Suspension parts or wheels made partially or entirely from composite materials are prohibited.

8. Only the following accessories may be installed in the cockpit: spare wheels, tools, spare parts, safety equipment, communication equipment, ballast, windscreen washer container. Containers for helmets and tools situated in the cockpit must be made of non-flammable material.

9. The original fitting of the air bags may be removed and they must be deactivated.

10. Fuel tanks may be replaced by foam-filled fuel cells (manufactured by a recognized manufacturer) either in the original location of the tank or in the luggage compartment. There must be an orifice to evacuate any fuel which may have spread into the tank compartment. The position and the dimension of the filler hole as well as that of the cap may be changed as long as the new installation does not protrude beyond the bodywork and guarantees that no fuel shall leak into one of the interior compartments of the car. If the filler hole is situated inside the car, it must be separated from the cockpit by a liquid-tight protection. Tanks may be ventilated through the car roof.

11. Carbon brake discs are forbidden; brake lines, pipes and fittings may be replaced.

12. No electronic or hydraulic control of differentials and suspension is allowed, except in Group N, M4 & WRC.

13. The top 1/3 of the wheel diameter must be covered by the wheel arch when viewed from above.

14. Throughout the car, any nut, bolt, screw, pipe or hose may be replaced and have any kind of locking device (washer, lock nut, etc.).

15. Interior insulation, lining, padding and minor interior trim may be removed. External decorative strips may be removed. Any parts following external contour of the bodywork and less than 25 mm thick will be considered as decorative strips. Hubcaps must be removed. The inner door and side panel's maybe replaced.

16. Jacking points may be strengthened, moved, and increased in number.

17. The fitting of under-body protection is authorised, provided that these have no other function and are removable.
18. Electric window winders may be replaced with manually-operated winders and vice-versa.
19. Strengthening of suspension parts is allowed.
20. Inversion of the driving side is possible if the original car and the modified car are mechanically equivalent and the parts used are available from the manufacturer for the model in question.
21. All wiring may be replaced; switches, fuses, relays are unrestricted. Except for Group N, battery location is unrestricted. If mounted in the cockpit the battery must be located behind the front seats. In this case, the protection box must include an air intake with its exit outside the cockpit if the battery is unsealed. If the battery situated in the cockpit is a dry battery, the terminals must be insulated
22. Roof vents and any other mechanisms for increasing cockpit airflow are unrestricted
23. NOISE - The check which is done for exhaust noise is as follows: 1 meter from the end of the tail pipe at an angle of 45 degrees @ 4500rpm under no load to a maximum of 108 db's on 'A' scale (slow).
24. A functional starter must be fitted and be operable by the driver when seated.
25. Cars must be fitted with a gearbox including a reverse gear and be able to be operated by the driver when he is normally seated.
26. Cutting of holes in the front bodywork for lights and brackets is allowed and original lights may be replaced as long as they fill the original holes. Extra lights must be mounted below the highest point of the bonnet. Additional driving lights must be wired in such a way that they automatically go off when the headlight main beam is 'dipped'.
27. Tyres must have 10% of their width treaded or grooved at a minimum of 2mm depth. They must be mounted safely on the class-specified wheel rim.
28. Laminated front windshields are mandatory.
29. All accessories which have no effect on the vehicle's performance are allowed without restrictions, such as those concerning the aesthetics or interior comfort (lighting, heating, radio, steering wheel, gauges, etc.), on the condition that they do not influence the performance of the car. Heating/A/C systems are unrestricted.
30. All the controls must be those provided by the manufacturer and they must retain their original function but they can be modified to make them more accessible or more easily usable; for example, the addition of an extension to the handbrake lever, of an additional flange to the brake pedal, etc.
31. Fuel lines may be changed.
32. Additional safety fastenings for the windscreen and the side windows may be fitted provided they have no aerodynamic effect.
33. Fluid reservoirs are unrestricted as long as they are secured and sealed.

Appendix II: Clubman Regulations

1. Definition – Production two & four-seater cars.

2. Engine
a) Must be engine originally supplied with specific model by the manufacture.

b) The following restrictions apply:

- Engine must have wet sump which may be modified. An external oil pressure accumulator is allowed.
- All engine internals must remain standard including pistons, connecting rods, crankshafts, camshafts and valves. The intake manifold, intake throttle body, carburettor and exhaust manifold dimensions/position must be OEM or aftermarket equivalent.

c) Flywheels are unrestricted.

d) Cooling: Oil coolers may be fitted. A fan maybe fitted to the oil cooler but must not have an aerodynamic effect. The water radiator, material is free. Fixations and dimensions must remain as OEM intended. A radiator screen may be fitted. The fan, its drive system and thermostat are unrestricted. The fitting of a water catch tank is allowed.

e) If the lubrication system includes an open type sump breather, it must be equipped in such a way that the oil flows into a catch tank. This must have a minimum capacity of 1 litres. The oil must only flow from the oil catch tank towards the engine by the force of gravity alone. A fan may be fitted for cooling the engine oil, but must have no aerodynamic effect.

f) The ECU, carburettor jets and air filters are unrestricted. A cold air intake can be fitted but must remain in the engine compartment.

3. Transmission

a) Restricted to H pattern boxes only. The internals of the gearbox is free. (Gear kits are allowed) Shifting of the transmission must be as OEM intended. Sequential shift conversions are forbidden. Limited slip and welded differentials allowed. Final drive unrestricted. Clutch and pressure plate can be upgraded but must attach to flywheel in its original location. No multi disc or carbon clutches allowed.

4**. Steering & Suspension**

a) The basic layout which must be similar to the original and fit without alteration to the body shell. No remote reservoir shock absorbers allowed.

b) Adjustable camber/castor plates may be used.

c) It is possible to change from a separate spring/shock suspension to a single coil over unit. Only one shock per wheel allowed. The number of springs are free provided the springs are mounted in Series. The original spring must be removed.

d) Reinforcement bars may be fitted from the suspension mounting points to the body shell, roll cage or chassis.

5. Wheels and Tyres

a) Maximum Rim Width is 7”, maximum diameter 15”or OEM (Model Specific), whichever is greater.

b) Tyres restricted to a minimum wear rate of 200

6. Braking System

a) Pad material is unrestricted. Brake disc can be changed but must be a direct replacement for the OEM disc. Brake swaps between models of the same manufacture is allowed so long as it’s a direct replacement without alteration or modification.

b) All 4 wheels must be braked on a dual circuit. The Handbrake must lock at least two wheels.
c) Air cooling pipes and hoses may be added as long as holes made to accommodate them serve no other function.

7. Bodywork/Chassis

a) No composite materials allowed except polycarbonate windows.
c) No aerodynamic devices allowed unless factory fitted.
d) Strengthening of the chassis and bodywork is allowed.
e) Unused supports (e.g. spare wheel holder) situated on the chassis/bodywork can be removed, unless they are supports for mechanical parts which cannot be moved or removed.
f) The trim situated below the dashboard and which is not a part of it may be removed. Dashboards may be modified or changed, but must function and look similar to the original.
g) Lightening of production panels will not be allowed.

8. Electrical System
a) Additional power management systems are forbidden (PDM).

Appendix III: Historic Regulations

General Regulations

1. **All modifications are forbidden unless expressly stated in the FIA Homologation Form, date-appropriate FIA Appendix J, General Regulations and "Safety Equipment". In all cases, the technology employed must always be from the period in which the car was homologated: pre-1968, 1968 - 1974, 1975 - 1981, 1981 - 1985.**

2. **PRODUCTION:** the word production will be taken to mean any car or part thereof available for sale to the general public in period.

3. **FUEL:** Super-Unleaded equivalent of approximately 100 RON such as VP C9 and Aviation Gasoline.

4. **ELIGIBILITY RECOGNITION:** Proof of eligibility needs to be provided to the organisers in such form as to convince them of its authenticity, or will be obtained from other technical sources as determined by the organisers, before any vehicle can be eligible for competition: Original Manufacturers' brochure; owners' manual; FIA Homologation papers; Historic Technical Passport; new or used car advertisements; Historic Rally Vehicle Identification Form or similar material that is used to confirm the specification of a vehicle must be presented on demand.

5. It is the duty of each competitor to satisfy the Scrutineers and the Stewards of the meeting that his vehicle complies with these regulations in their entirety at all times during the event.
6. Only the following accessories may be securely installed in the cockpit: spare wheels, tools, spare parts, safety equipment, communication equipment, ballast, windscreen washer container, sealed or dry battery and containers for helmets and tools (made of non-flammable material).
7. The top 1/3 of the wheel diameter must be covered by the wheel arch when viewed from above.
8. Throughout the car, any nut, bolt, screw, spring, pipe, cable or hose may be replaced and have any kind of locking device (washer, lock nut, wire, etc.).
9. Rear seats, interior insulation, lining, padding and minor interior trim may be removed. External decorative strips may be removed. The inner door and side panels may be replaced.
10. Jacking points may be strengthened, moved, or increased in number.
11. The fitting of under-body protection is allowed, provided that these have no other function and are removable.
12. All wiring may be replaced; switches, fuses, relays are unrestricted. The electrical system is unrestricted but must be fused and have a master 'kill' switch operational by the driver and co-driver with an external pull-cable or switch located at the bottom edge of the windshield. Batteries may be relocated but, if situated inside the cockpit, must be sealed and electrically insulated. Starters, alternators, generators and mounting brackets are free but not their location. Electric fuel pumps are unrestricted.
13. Roof vents and any other mechanisms for increasing cockpit airflow are unrestricted.
14. Lights may be replaced, added or removed. A maximum of 4 extra lights must be mounted below the highest point of the bonnet. Cutting of holes in the front bodywork for lights and brackets is allowed. Additional driving lights must be wired in such a way that they automatically go off when the headlight main beam is 'dipped'.
15. Fluid reservoirs are unrestricted as long as they are secured and sealed.
16. Fuel pumps, filters, regulators and tanks are unrestricted but hoses must be stainless-steel braided if running through the cockpit and secured by screw (not push-on) fittings. If the fuel tank is situated in the cockpit it must be a fuel cell or bag tank that is vented to the exterior of the car. If the tank is situated in the boot of the car there must be a completely sealed bulkhead between the boot and cockpit. Filling apertures in the coachwork may be added, moved or removed.
17. Windshields must be laminated and may be heated. Side and rear windows may be replaced with polycarbonate.
18. Metal bonnets, boot lids, bumpers and trim may be replaced with exact replicas in composite material.
19. Strengthening of suspension parts, chassis and bodywork is allowed.
20. All accessories which have no effect on the vehicle's performance are allowed without restrictions, such as those concerning the aesthetics or interior comfort (lighting, heating,

cooling, radio, steering wheel, gauges, etc.), on the condition that they do not influence the performance of the car.

21. 'Facelift' cars that are structurally/mechanically identical to period cars (such as Elans, Minis, MGs, Mk3 Starlets and B2 Mantas) will be permitted to enter the class for which the original (older) version is eligible as long as they are mechanically identical.
22. Other than factory equipment, engine management or any type of engine sensors are not allowed other than sender units for gauges. Aftermarket replacement electronic and optical sensors for ignition are allowed in production distributors.
23. Spark plugs, coils, coil wires and rpm limiters are unrestricted.
24. Exhaust manifolds and systems are free, maximum noise 108 db at 4500 rpm measured at 0.5m 45deg from outlet.
25. Springs, shock absorbers, dampers, McPherson struts are free but remote reservoirs are not allowed. Lever-arm dampers may be replaced with telescoping dampers.
26. Brake callipers with a maximum of four pistons are unrestricted.
27. Brake discs with maximum diameter of 300mm are unrestricted.
28. Brake pads, linings, pipes, hydraulic handbrakes and pedal box modifications are unrestricted including conversion to tandem cylinder.
29. Brake servos may be disconnected, removed or added.
30. Oil filters, filter heads and coolers (mounted within the vehicle bodywork) are unrestricted.
31. Gaskets and seals are unrestricted.
32. Accelerator pedal, cables and linkage are unrestricted.
33. Radiator, thermostat, hoses, fans and expansion tanks are unrestricted but not the locations.
34. Clutches and operating systems are unrestricted.
35. Prop shafts, driveshaft's and half shafts are unrestricted.
36. Windscreen washer, wipers, motor (and position), blades and mechanism are unrestricted but there must be at least one windscreen wiper.
37. Air filters and housings are unrestricted.
38. Gearbox internals are unrestricted but gear selection must be as production.
39. Any period production gearbox may be used in any car.
40. Any period production rear axle may be used in any car.
41. Composite front wings (fenders) allowed only if originals are bolted, not welded, to the body shell.
42. Any production Austin/Morris/MG A-series block, head or gearbox casing may be used in a Mini, Sprite or Midget of any period.
43. Cosworth YB and Warrior cylinder heads will be recognised as Holbay equivalents on Escort RS2000s.
44. Lotus Twincam engines may be built on crossflow blocks.
45. 5K engines are allowed in Toyota Starlets.
46. 1.6 ltr 8-valve engines are allowed in Corsa As and Vauxhall Novas.
47. Boring or sleeving of the cylinder block (not stroking) is allowed up to the capacity limit of the class in which the car is entered.

48. Fuel injection systems may be replaced with carburettors.
49. Maximum wheel size: 8" x 15".
50. Cars issued with Historic Logbooks prior to the end of 2018, with Cylinder heads with a maximum of four valves per cylinder fitted to the production block without any machining or welding alteration to either, may continue to compete in the Historic Group until the end of 2021. In this case, fuel injection is not allowed regardless of whether it was a production option on either the period engine or the cylinder head.

Appendix IV: Modified Regulations

1 Definition – Modified two and four-seater production cars.

2. Engine

a) The engine may be replaced with any engine from any manufacturer but must remain in the same general location and orientation as the original.

b) Only the following is restricted:

- Engine must have wet sump which may be modified. An external oil pressure accumulator is allowed.
- The cylinder head must be the original production unit (or aftermarket equivalent) but may be modified in any way. The valve sizes must be production in multi-valve engines.
- The block must be the production item (or aftermarket equivalent) but may be modified in any way.
- A rebore of 0.6 mm maximum is allowed in relation to the original bore without this leading to the capacity class limit being exceeded.

c) It is possible to beat or shape the bulkhead situated in the engine compartment for the fitting of engine ancillaries. There must be no cutting or modification to the bulkhead or chassis for the purpose of fitting an engine.

d) Cooling: Oil coolers may be fitted. The water radiator, cap and fixation are unrestricted, as are the hoses linking it to the engine. A radiator screen may be fitted. The fan, its drive system and thermostat are unrestricted. The fitting of a water catch tank is allowed.

e) If the lubrication system includes an open type sump breather, it must be equipped in such a way that the oil flows into a catch tank. This must have a capacity of 2 litres. The oil must only flow from the oil catch tank towards the engine by the force of gravity alone. A fan may be fitted for cooling the engine oil, but must have no aerodynamic effect.

f) Mountings - unrestricted provided that the angle and position of the engine within its compartment is similar to the original. Supports may be welded to the engine and to the bodywork and their position is unrestricted.

g) Exhaust manifold and system: unrestricted. Thermal screens may be fitted.

3. Transmission

a) Unrestricted except for the basic layout which must be the same as the original.

4. Steering & Suspension

a) Unrestricted except for the basic layout which must be the same as the original and fit without alteration to the body shell other than panel-beating to provide clearance.

b) Extra control arms can be added (compression/tension struts, radius arms etc.).

c.)McPherson strut and damper/shock absorber turrets may be modified and relocated +/- 20mm with a maximum diameter at the top of170 mm. d. Reinforcement bars may be fitted from the suspension mounting points to the body shell, roll cage or chassis.

e) Strengthening of the mounting points and of the running gear, by addition of material, is allowed.

f) Power steering may be added or removed. Electronic control of the power steering system is allowed.

G) Steering boxes may be replaced with steering racks and vice versa.

h.)Dampers/shock absorbers that have no function other than damping are unrestricted as are their mounting brackets/turrets.

5. Wheels

a) Maximum diameter 18". Maximum rim width is 9". The wheels do not necessarily have to be of the same diameter or width.

6. Braking system

a) Unrestricted except for the basic layout which must be similar to the original and fit without alteration to the body shell other than panel-beating to provide clearance.

b) All 4 wheels must be braked on a dual circuit. The Handbrake must lock at least two wheels.

c.)Air cooling pipes and hoses may be added as long as holes made to accommodate them serve no other function.

7. Bodywork/Chassis

a) Front aerodynamic device / front bumper - The material and the shape are unrestricted limited by the original plan and overall length of the car. The maximum width increase allowed is 140 mm. Openings may be made in the bumper but the total area must not exceed 2500 cm".

b) Rear aerodynamic device must have the maximum dimensions defined in drawing 279-4. This device must join the bodywork and it must be entirely contained within the frontal projection of the car without its rear-view mirrors.

The base of the box including the drawing must be the one with the largest dimensions. It must be positioned horizontally. The total volume may be extended section by section, with a part of the largest base remaining in contact with the bodywork, which means that at any point of the rear aerodynamic device, each section must not exceed the section 450 x 290 x 190, supports included. This aerodynamic device must be contained within the frontal projection of the car, and within the projection of the car seen from above.

c) Grille-covered opening in the engine bonnet (including the radiator grille) is allowed with a surface of 1050cm" maximum. In the opening made in the bonnet it is permitted to add a plastic part serving as trim (air scoop or similar).

d) Widening of the wheel arches and bumpers by up to 140 mm is allowed. This increase may be obtained by means of an extension or a new part (with no air intakes or apertures). The making of new inner wing (wheel arch) is allowed in original material. Outer wings (wheel arches) may be replaced in composite material. It is permitted to partially cut the chassis side rail but this must be done in such a way as to ensure that the structural integrity is maintained. The lower side rail may be modified so as to allow driveshaft travel.

e) A new rear bumper may be fitted with a maximum increase in width of 140mm and may project no further rearward than the original.

f) The front bulkhead may be altered in the wheel arch area in order to allow wheel clearance.
g) For 4/5-door cars - Localised modifications of the rear doors will be allowed for clearance of the wheel. The door mouldings may be removed.
h) Upper radiator support - The upper front cross member may be cut, replaced or modified between the headlamps. This cutting or modification must not affect the rigidity of the chassis structure.
i) Strengthening of the chassis and bodywork is allowed. Composite materials are allowed.
j) Unused supports (e.g. spare wheel holder) situated on the chassis/bodywork can be removed, unless they are supports for mechanical parts which cannot be moved or removed.
k) Windscreen washer (size, position and nozzles), wipers, motor, position, blades and mechanism are unrestricted but there must be at least one windscreen wiper provided for the windscreen.
l) "Skirts" are not allowed. All devices designed to fully or partially fill the space between the sprung part of the car and the ground is forbidden. No protection can play a role in the aerodynamics of the car.
m) The trim situated below the dashboard and which is not a part of it may be removed. Dashboards may be modified or changed, but must function and look similar to the original.
n) The original side and rear windows of the vehicle may be replaced with polycarbonate. Any replaced windows must be identical in shape and function to the original.
o) Lightening of production panels will be allowed, including bonnet, doors, tailgate/trunk if the car is not carrying ballast to meet its minimum weight.

8. Electrical system

a) Unrestricted.

9. Fuel System

a) Installation of collector tanks with a capacity of less than 1 litre is free.
b) It is possible to fit a radiator in the fuel circuit (maximum capacity one litre).

Appendix V: Super Modified Regulations

1. Definition

2WD production two and four-seater production cars.

2. Engine

a) Modifications are unrestricted but must retain production block and cylinder head castings (or aftermarket equivalents). Specialist competition engines are allowed to a maximum 4 cylinder, 2500cc, 4 valves per cylinder.
b) Front engine vehicles: The CL of No.1 cylinder (longitudinal) or the crankshaft CL (transverse) must be no further back in the chassis than the front axle CL.
c) Rear Engine vehicles: The CL of No.1 cylinder (longitudinal) or the crankshaft CL (transverse) must be no further forward in the chassis than the rear axle CL.
d) Mid-engine vehicles: The CL of No.1 cylinder (longitudinal) or the crankshaft CL (transverse) must be not be moved more than 100mm from the original location.
e) Pressure charged engine restrictors must be fitted, a 45mm for single turbos, 32mm for twin, parallel turbos. Pressure-charged engine factor of 1.7 times cubic capacity to determine weight.

f) Engines must be located in their original general location.
g) In SM1 a rebore of 2.0 mm maximum is allowed in relation to the original bore without this leading to the capacity class limit being exceeded but the stroke of the engine must be OEM.

3. Transmission

a) Unrestricted.

4. Steering & Suspension

a) Unrestricted.

5. Wheels

a) Maximum rim width 10" or OEM if wider, maximum diameter 18".

6. Brakes

a) Unrestricted. Must have 4-wheel brakes on dual circuit, handbrake must lock at least two wheels.

7. Bodywork/Chassis

a) Transmission tunnel may be modified or replaced with one fabricated from steel of original thickness as well as a housing and brackets for a rear axle (drawing 279-2).
b) Bonnet, trunk lid, doors and wings (fenders) may be replaced with composite panels. Replaced panels must all function as original and be fabricated from multi-layered composite material.
c) Rear wings, front spoilers and wheel arch extensions may be fitted. The rear wing must not be taller than 6" above the height of the original roof-line (which may not be lowered in relation to the sills) and the rear wing (width) aerodynamic device must be no wider than 95% of the maximum width of the car measured at the B pillar. (Not including body trim, door handles and flare extensions.)
d) The front bulkhead may be reshaped (including cutting and welding) to allow engine fitment.
e) Suspension design and pick-up points are unrestricted as long they maintain structural integrity and are safely modified/manufactured. This includes altering the body shell to accommodate strut turrets and other suspension mounts.
f) Front inner wings and lower 'chassis' legs may be replaced with a tubular structure to mount the engine, ancillaries and front suspension. Structural integrity must be maintained.
g) Glass may be replaced with polycarbonate (Lexan). Nets may be used in place of front door glasses - see safety.
h) Open top cars must have a roll cage fully surrounding the passenger compartment in accordance with the safety regulations. Nets must be fitted to the roll-cage structure over the side and top openings.

8. Electrical System - Unrestricted.

9. Fuel System - Unrestricted.