



# 2016 AMOC Intermarque® Championship

## 1. SPORTING REGULATIONS – GENERAL

### 1.1. Title & Jurisdiction

The AMOC Intermarque® Championship is organised and administered by the Aston Martin Owners Club 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.

MSA Championship Permit No.: CH2016/RO  
Race Status: National B  
SA Championship Grade: D

### 1.2. Officials

1.2.1. Co-Ordinator: Roger Bennington

1.2.2. Licences Eligibility Scrutineer: Stephen Walker

1.2.3. Championship Stewards: Michael Cartwright, Jim Keenan, Graham Battersby  
Championship Stewards

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

*(G) 2.7.1. Championship Stewards are also empowered to consider any request from the Championship co-ordinator to penalise any Competitor for any breach of Championship regulations after holding a formal hearing to impose a penalty in accordance with C.2.1.1 (subject to the rights of appeal provided for in Section C).*

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

### 1.3. Competitor Eligibility

1.3.1. Entrants must:

- Be fully paid up valid membership card holding members of the Aston Martin Owners Club or the Austin Healey Club Ltd, Ferrari Owners Club, Classic Sports Car Club, HSCC, Jaguar Enthusiasts Club, Sunbeam Alpine Owners Club, Sunbeam Tigers Owners Club or Porsche Club GB and
- Be Registered for the championship and
- Be in possession of a valid MSA Entrants Licence.

1.3.2. Drivers and Entrant/Drivers must

- Be current Members of the clubs listed in 1.3.1. and driver sports or GT cars of the appropriate marques which must comply with the regulations below and
- Be Registered for the Championship and
- Be in possession of valid Competition (Racing) National B status Licence, as a minimum
- The AMOC Intermarque Championship is not intended for professional drivers, primarily but not limited to drives complying to H26.2.6. Any dispute about the categorisation of a pro-driver will be resolved by the Championship Organisers and Team Captains.

The Organisers reserve the right to refuse to issue an invitation and/or accept the registration of any applicant on reasonable grounds such as a car being of the wrong type or level of modification.

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

### 1.4. Competitor Eligibility

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

Competitors will be permitted to run with an optional C-Driver (subject to 1.4.2). Where a car is driven by two registered drivers both drivers are eligible to score championship points towards the individual Championship.

Drivers will be permitted to register and run more than one car in the Championship (subject to 1.4.2).

Drivers who register more than one car for the season must specify at the time of their initial registration their 'Chosen Marque' for scoring points for the Team and Individual Championships. Where a finishing placing arises in a vehicle that is not of the 'Chosen Marque' any points scored will not count towards the Team Championship. For the Individual Championship; points will only be accumulated for cars within the same Marque and Class classification. Points scored in cars within a different Class classification or Marque will be totalled separately. No driver will be able to accumulate points in more than two cars of the 'Chosen Marque' during the season.

1.4.2. A £60 Registration Fee for the MOC Intermarque Championship (payable to Aston Club Racing Ltd) is required from all drivers and must be paid for each car registration.

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Registrations will be accepted from 1<sup>st</sup> February 2016 until the closing date for the final round.

- 1.4.3. Allocated competition numbers will be retained for the duration of the Championship year.

## 1.5. Championship Events

The AMOC Intermarque Championship will be contested over six [6] rounds as follows:

Date	Circuit	Organising Club
16/04/16	Brands Hatch GP	BRSCC
28/05/16	Oulton Park	BRSCC
11/06/16	Silverstone GP	BRSCC
23/07/16	Snetterton 300	MSVR
13/08/16	Brands Hatch Indy	MSVR
01/10/16	Silverstone	MSVR

Entries will be invited from the following Marques (Aston Martin, Austin Healey, Ferrari, Jaguar, Porsche, Sunbeam and V8 American Cars), from which the 3 best scoring cars from each team will count for scoring purposes at each round. Where grids allow, spare grid places remaining will be allocated to other Registered Competitors in consultation with the Team Captains. Other suitable Marque teams may be invited at the discretion of the Organisers.

## 1.6. Scoring

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

30 Points for 1<sup>st</sup> place decreasing to 1 point for 30<sup>th</sup> position. These points will then be multiplied by a factor. The factors are to be decided and will be published by means of a bulletin prior to the first Championship round. The factors will remain 'provisional' until after the first round. The points from the best 3 cars from each Team will score towards the final championship Team positions. If there are two races at a race meeting, each is a full points scoring round. If there is only one practice the grid for both races will be based on the qualifying time set.

The classes are:

- Class A – Pre 1970 mildly modified cars
- Class B – Post 1970 – 1995 mildly modified cars <230hp/ton
- Class C – Post 1970 – 1995 mildly modified cars <260hp/ton
- Class D – Pre 1970 modified cars
- Class E – 1970 – 1995 modified cars
- Class INV – Invitation Class

The above class cut-off dates relate to the date of the production run for the car model and specification not the date of car registration.

- 1.6.2. The totals from **all qualifying rounds less one** will determine final **Individual** Championship points and

positions. The totals (see 1.6.1) from **all qualifying** rounds will determine final **Team** Championship points and positions.

- 1.6.3. Ties shall be resolved using the formula in W1.3.4 in the current MSA Yearbook.
- 1.6.4. Where the race distance has been reduced (2.6) it shall still count as a full points scoring round
- 1.6.5. Competitors not registered for the championship may be permitted on an individual round basis and will:
- (a) Be deemed "Guest Competitors"
  - (b) Not score points and for the purpose of points scoring will be ignored
  - (c) Qualify for Event awards
  - (d) Comply with the eligibility criteria as prescribed in Article 1.3 above, with the exception of 1.3.1 (b) and 1.3.2 (b), as appropriate
- 1.6.6. A valid Entrants licence must be held per MSA Regulation D7.1.12 to accrue points or any other form of recognition towards an award.
- 1.6.7. The Organisers reserve the right to reclassify a car to the class the Co-ordinator and Team Captains consider most appropriate to the car's maximum potential lap time performance
- 1.6.8. The organisers reserve the right to alter classifications if necessary to maintain competitive racing. Please note this process of class allocation takes no account of driver ability. Cars modified beyond the standard condition for the make and model entered and specified class may either be placed into a higher class or required to run equalisation measures to remain within the class specified.
- 1.6.9. For classes B&C the power to weight is power measured at the wheels and the driver NOT in the vehicle. All cars wishing to enter classes B&C must declare power at the wheels when registering. Any cars thought to be under declaring the power will be power tested. They shall be notified in writing. Once a car has been power tested the organising club reserve the right to seal engines and ECUs. Seals may be broken during the season, but a new power test must be done before competing again. If a power test is ordered by the club then the dyno will also be nominated by the club.
- There will be a plus 5% margin of error on the reading from the dyno.*

## 1.7. Awards

- 1.7.1. All awards are to be provided by the Organising Club
- 1.7.2. Per Event:



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An award will be made to the race winner and to the winners of the other classes. Other awards may be presented at the Organiser's discretion.

## 1.7.3. Championship:

At the end of the season, the **Team** with the most points to its credit will receive the Intermarque Shield (to be held for one year). The **Individual Driver** with the greatest number of points will receive the Intermarque Cup (also to be held for a period of one year). In addition awards to the 2<sup>nd</sup> and 3<sup>rd</sup> Teams and the other Class winners will be presented.

## 1.7.4. Presentations

Garlands and Trophies shall be provided for presentation at the end of each race or at the end of the meeting presentation ceremony.

## 1.7.5. Title to all Trophies:

If Provisional Results or Championship Tables are revised after any presentations and these revisions affect the distribution of awards the Competitors concerned must return them to the Co-ordinator in good condition within 7 days.

## 2. CHAMPIONSHIP EVENT MEETINGS & RACE PROCEDURES

### 2.1. Entries

2.1.1. Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the entry closing dates which shall be stated on the Entry Form for each round.

2.1.2. Incorrect or incomplete entries (Including 'Driver to be Nominated Entries') are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purpose shall be the date on which the Secretary of the Meeting receives the missing or corrected information or fee.

2.1.3. Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Secretary of the Meeting in writing. D25.1.12. applies. If Driver/Vehicle changes are made after publication of Entry Lists with Final Instructions the Competitor concerned must apply for approval of acceptance by the Stewards of the Meeting BEFORE Signing-On.

2.1.4. The Entry Fee for each round shall be in accordance with the fee published on the Entry Form for that round.

2.1.5. Reserves are to be nominated on the Final List of Entries published with Final Instructions or Amendment Sheet Bulletins. All Reserves will practice and replace withdrawn or retired entries in reserve number order irrespective of class. If Reserves are given Grid Places prior to issue of the first Grid Sheets for any round the times set in

Practice shall determine their grid positions. If Reserves are given places after publication of the grid sheet and prior to cars being collected in the Official "Assembly Areas" they will be placed at the rear of the Grid and be started without any time delay. Otherwise, they will be held in the Pitlane and be released to start the race after the last car to start the GREEN FLAG LAP or last car to take the start has passed the startline or Pitlane exit, whichever is the later. Such approval to start MUST be obtained from the Clerk of the Course.

2.1.6. Acceptance of entries will be in accord with the MSA Yearbook (Sections H30.1.1 to H30.1.3 and W1.3.7). The following prioritisation being applied i) Championship contenders first in consultation with the Championship Organisers and Team Captains, ii) registered competitors who have taken part in previous rounds and iii) registered competitors competing for the first time in the Championship. (Section W.1.3.7 of the current MSA Yearbook). In the event of over subscription a reserve list of up to 20% of the grid will be accepted on the basis of the above.

### 2.2. Briefings

The Organiser will notify Competitors of the times and locations for all briefings in the Final Instructions for the meetings or as a Published Bulletin at Drivers and Entrants Sign-On. Competitors must attend all briefings.

### 2.3. Qualification Practice

2.3.1. The minimum period of practice to be provided shall be in accord with the MSA Yearbook Section Q4.5.

should any Practice Session be disrupted the Clerk of the Course shall not be obliged to resume the session or re-run sessions to achieve the championship criteria and the decision of the Clerk of the Course shall be final.

2.3.2. Each driver should complete a minimum of 3 laps practice in the car to be raced and in the correct session in order to qualify for selection and order of precedence as set out in the MSA Regulation Q4.5. The Clerk of the Course and/or Stewards of the Meeting shall have the right to exclude any driver whose practice times or driving are considered to be unsatisfactory – as per MSA Regulation Q4.5.

### 2.4. Races

The standard minimum scheduled duration shall be 45 minutes whenever practicable but should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the Meeting it shall still count as a full points scoring round. Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race ((A)5.4) (1.6.4. above applies)



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## 2.5. Starts

- 2.5.1. All race start countdowns are to have a minimum elapsed period of 3 minutes from the time all cars are released to form up on the grid to the start of the Green flat Lap(s) in the formation as specified on the Track Licence for each circuit.
- 2.5.2. The minimum Countdown procedures/audible warnings sequence shall be:  
All starts will be Rolling Starts:  
1 minute to start of Pace Lap – Start Engines/Clear Grid.  
30 Seconds – Visible and audible warning for start of Pace Lap.
- 2.5.3. Any cars removed from the grid after the 1 minute stage or driven into pits on Green Flag lap shall be held in the pit lane and may start the race after the last car to take the start from the grid has passed the start line or pit lane exit, whichever is the later.
- 2.5.4. Any drivers unable to start the Pace Lap are required to indicate their situation as per MSA Regulation Q 12.13.2 and any drivers unable to maintain grid positions on the pace lap MUST drop to the back of the grid. All other cars must maintain their original grid positions and not close any gaps.
- 2.5.5. The Pace car will pull off at the end of the pace lap. The cars will continue on their own with the pole position leading at a minimum speed of 70 kph and a maximum of 90 kph. A judge of fact may monitor the speed of the car in pole position by radar. Any divergence between the prescribed speeds (70/90 kph) before the start is given may result in a stop and go penalty. During the formation lap the red light will be on. In the event that the starting lights fail the Starter will revert to using the National Flag.
- 2.5.6. When the Red Lights are extinguished the race has started therefore overtaking can be carried out even before reaching the start line.
- 2.5.7. The Organisers reserve the right to employ an alternative starting procedure.
- 2.5.8. Either driver is permitted to start the race as long as the slower driver in qualification is within 103% of the faster drivers fastest time. Where there are extenuating circumstances then a force majeure situation may occur, for example changing weather conditions. The team must apply to the CoC of a force majeure.

## 2.6. Session Red Flag

Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Start Line and RED FLAGS will be displayed at the Start Line

and at all Marshals Signalling points around the Circuit.

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

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

## 2.7. Pits, Paddock & Pitlane Safety

- 2.7.1. Pits & Paddock: Competitors must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.
- 2.7.2. Pitlane: The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take all due care and to respect the pitlane speed limits.
- 2.7.3. Refuelling: There is to be no refuelling during qualifying or the races.
- 2.7.4. Speed Limit: Pit Lane Speed Limit will be 60 km/h or as specified in Final Instructions for an event.
- 2.7.5. Pit Stop and Driver Change: Each race will feature a mandatory pit stop for all cars. During the pit stop, cars must remain stationary for a minimum of one full minute. Timing starts when the car is stationary. Failure to remain stationary for this duration will result in a 10 second stop go penalty. Driver changes will be permitted during this stationary period. However, if a driver exits the car the engine must be stopped. In the event you are not changing driver and the driver is not exiting the car the engine may be left running. A random selection of teams will be timed by circuit appointed judges of fact.
- 2.7.6. Pit Stop Window: For a 45 minute race, the Pit Stop Window will be between the 15<sup>th</sup> and 30<sup>th</sup> minute. Failure to make a pit stop during the Pit Stop Window will result in a Drive Through penalty. Failure to make a mandatory pit stop will result in exclusion from the race results.

NOTE: All other pit stops outside the above times for mechanical issues will not be deemed to be mandatory stops.

## 2.8. Race Finishes:

- 2.8.1. After taking the Chequered Flag drivers are required to:
- Progressively and safely slow down
  - Remain behind the competitors ahead of them



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- iii. Return to the Pit Lane Entrance/Paddock entrance as instructed
- iv. Comply with any directions given by Marshalls or Officials
- v. Keep their helmets on and harnesses done up while on the circuit or in the pitlane

2.8.2. Parc Ferme: After each qualifying session and race the vehicles must be presented directly for scrutineering. Any area deemed by the licensed Eligibility Scrutineer and/or his nominated representative will be subject to Parc Ferme conditions with no exceptions. This will include the track from the track to the finish line to the scrutineering area, the waiting area in front as well as the track from the scrutineering area to the Parc Ferme, but all areas may be used as necessary. Team personnel must not enter Parc Ferme unless invited by the Series Eligibility/Safety Scrutineer.

## 2.9. Results:

All Practice Timesheets, Grids, Race Results are to be deemed PROVISIONAL until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures (MSA regulation (D)26.3.).

## 2.10. Timing Modules:

Competitors will be required to supply and fit an approved Electronic Self Identification Module (transponder) to their car for the purposes of accurate timing. The modules must be in place and functioning correctly for all Championship qualifying practice sessions and races.

## 2.11. Qualification Races:

There will be no Qualification races.

## 2.12. Operation of Safety Car

*The Safety Car will be brought into operation and run in accordance with Section Q, Appendix 2 of the MSA General Regulations.*

## 2.13. On Board Cameras

All competitors must use on board cameras.

Competitors must fit cameras in a way that complies with GR J5.21.

Cameras should capture an image that provides the 'drivers' eye' view that should include the steering wheel, 'dashboard' and a view of the circuit ahead with a field of vision of approximately 100 degrees.

The choice of system is free but playback must be possible at the event by regular means such as a lap top.

Where no judicial process has been instigated the competitor may not review the footage until the protest time (see MSA Regulation C5.2.2) has elapsed without the express permission of the Clerk of the Course.

Clerks of the Course and Stewards should view on board footage during any judicial process unless there is a good reason why it should not be viewed.

In the event that no images are available upon request (other than due to a proven defect with the equipment) sanctions may be applied in accordance with the MSA Regulation C2.1.1. The burden of proof to establish the cause of such failure shall lie with the competitor.

The Clerk of the Course may also refer the matter of lack of recorded images to the Stewards of the Meeting for further sanctions.

All rights including copyright in relation to footage captured by on board cameras, no matter that the camera is owned by the Competitor or the Organiser/Promoter will belong to the Organiser and/or Venue Owner/Operator and may not be shared or otherwise used for broadcast or commercial purposes or on social networking sites, forums or any other internet media without permission of the Organiser and/or venue owner/operator (if applicable).

Where it is necessary for a Clerk of the Course to review footage after an event that such footage should normally be reviewed within a period of 7 days of the event.

Any breach of camera regulations should be subject to the penalties provided for in MSA Regulation C2.1.1 with an option to report any matters to the Championship Stewards.

In the event of judicial action all relevant on board footage must be retained until the time period for all judicial matters has elapsed.

## 3. SPECIFIC CHAMPIONSHIP REGULATIONS

Each car will be scrutineered prior to the race to ensure that it complies with the MSA safety requirements and also meets the technical regulations as stated for each class. The Eligibility Scrutineer will decide, in consultation with the Team Captains, if each car meets the requirements of the class entered and, if necessary, re-allocate a car to the correct class. Their decision will be final.

The top 3 finishing cars overall and the 1<sup>st</sup> car of each class may be weighed and checked after qualifying and WILL be weighed and checked after the race. The Eligibility Scrutineer reserves the right to also weigh and check any other cars at his discretion.

Any car found infringing the regulations before qualifying will be expected make the necessary alterations to comply before qualifying starts, and to represent the car to the Eligibility Scrutineer for approval.





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Any car found infringing the regulations after qualifying will be required to make the necessary alterations to comply, then to represent the car to the Eligibility Scrutineer for approval, and will start from the back of the grid.

The penalty for any car found to be infringing the regulations after the race may be disqualification with the total loss of points for that race.

- 3.1. Teams with professional drivers are subject to a pit stop time penalty. Professional drivers fall into 2 categories, 1 race driving instructor, and 2 professional racing driver, that races at the highest levels nationally. A professional driver must nominate him/her self before the race meeting, and any disputes will be settled with a vote by a Committee as arranged by the Organisers. Category 1 drivers have a 30 second penalty and Category 2 drivers have a 45 second penalty. These penalties are to be taken in addition to the 60 second race pit stop.

These penalty points/time penalties must be taken at the start of the pit stop with driver strapped in and no other work on the car to take place. Once these penalty points/time penalties have elapsed drivers may change if required during the mandatory 1 minute stop.

## 4. SPECIFIC CHAMPIONSHIP PENALTIES

### 4.1. Infringements of Technical Regulations:

- 4.1.1. Arising from post-practice Scrutineering or Judicial Action:  
Minimum Penalty: The provisions of MSA Regulations: C3.3.
- 4.1.2. Arising from post-race Scrutineering or Judicial Action:  
Minimum Penalty: The provisions of MSA Regulations: C3.5.1 (a) and (b).

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

- 4.2. In the event of any breach of the Regulations, the Championship Stewards shall be entitled to impose further penalties, including:
- (a) Removal of all or any Championship points claimed by the Competitor
  - (b) Exclusion of a car and/or a Competitor from the Championship.
- 4.2.1. The encouragement of high standards of racing and appropriate respect for other competitors and their cars will be considered paramount and, in that respect, breaches of driving standards will be dealt with firmly. If it appears from official video recordings or any other evidence that there may have been a breach of driving standards or other behaviour (on or off the track) in a manner considered to have brought the Championship into disrepute the Co-ordinator will be entitled to request that the Championship

Stewards consider the inception of an enquiry into the matter, notwithstanding, that the Clerk of the Course of the Stewards of the event may/may not have already investigated the incident. Penalties may include race bans, loss of points or exclusion from the Championship.

## 5. TECHNICAL REGULATIONS

### 5.1. INTRODUCTION:

The following Technical Regulations are set out in accordance with the MSA 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.

**It is the competitor's responsibility to prove eligibility compliance of his car, not the Licensed Eligibility Scrutineer to prove non-compliance.**

By registering for the Championship competitors will be deemed to have knowledge and acceptance of these regulations.

For the purpose of these regulations the term Licensed Eligibility Scrutineer will be deemed to include his nominated representative.

Entrants must at all times comply with the directives of the championship Eligibility Scrutineer and the Championship Organise in respect of scrutineering and eligibility checking.

### 5.2. GENERAL DESCRIPTON:

The AMOC Intermarque Championship is for Competitors participating in examples of Sports and GT Cars of Aston Martin, Austin Healey, Ferrari, Jaguar, Porsche, Sunbeam and V8 American cars divided into 6 classes (plus an invitation class). Acceptance of any car and its class allocation will be at the Organisers' discretion. **Very highly modified cars will not be accepted.**

The Organising Club expect cars that race to be a credit to their marque. Therefore all cars are expected to be turned out in a manner which respects this objective. Cars must comply with their relevant Club's Rules and Regulations for Competition subject to any modifications listed below.

### 5.3. SAFETY REQUIREMENTS:

**MSA Section [K] Safety Criteria Regulations apply as relevant.**

Competitors should read all relevant parts of the Technical Regulations in the MSA Yearbook. However cars **MUST** comply with the following:

Vehicle Categories Covered noting Q19.14.1, Q19.14.2 (Harness K2.1.2 minimum requirement Four Point), Tank



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Fillers etc. K6 and External Circuit Breakers K8.1 to 8.5 noting Q19.11.1. Where Fire Extinguishers are plumbed in they must confirm to at least [K] Table 3 And Section 3.1.2.a.

## 5.4. GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

- 5.4.1. All cars must comply with MSA general Technical and Safety regulations MSA Yearbook Sections J, Q and K.
- 5.4.2. The broad principle of the 6 class divisions is that Class A, B and C cars are permitted suitable modifications to make them into a competition car. Classes D and E will be for more highly modified cars but only to the accepted degree of modification. Pit to car radios are not permitted. Cars must run on "E" marked tyres and with a minimum tread depth of 1.6mm (MSA Regulation J5.9.2).

## 5.5. CHASSIS:

For cars in Classes A, B and C only, chassis to be of original material and must remain standard within wheel centres with no strengthening or lightening.

## 5.6. BODYWORK:

### 5.6.1. Modifications Permitted

1. General:  
Cars must run to period specification save for listed exceptions.
2. Interior:  
  
Interior free, but no alteration to the structure either strengthening, lightening or any change of material from original manufacture's specification with the exception of a fitted ROPs system (MSA Regulation K1.2.2).
3. Exterior :  
  
Bodywork to remain standard body shape and material, save that chrome bumpers may be removed. Cars in Classes A, B and C permitted to run with fibre glass bonnet, boot, bumpers, doors and hardtops and wings. Body material is free for Classes D and E. Aston Martins in Classes D and E are permitted to run flared rear bodywork.  
  
Spoilers, Aerofoils and Gurney Flaps may be added only if a factory option during period. The degree of modification shall determine classification.
4. Silhouette:

For classes A, B and C standard unless specified approval given for a change. For classes D and E the silhouette as seen in the side elevation must remain unaltered above the road wheel hub centres of the original production car at normal ride height, except for engine/boot cover, boot lid, rear deck (subject to 5.6.1).

Front windscreen must remain as fitted by original manufacturer, no aero screens permitted.

### 5. Ground Clearance:2

It is not permitted to lower the body (see Sections 5.6.4 and 5.8).

### 5.6.2. Modifications Prohibited

## 5.7. ENGINE:

Cars must run original engines for type. Degree of modification will determine classification of car.

Original number of camshafts and block must remain.

Sunbeam Tiger permitted to run with either Windsor 289 or Windsor 302 blocks.

1. Location:  
Engine location for Class A, B, C is standard  
Engine location for Class D and E engine mounting points may be re-positioned.  
Original bulkhead position must be retained.
2. Oil/Water Cooling  
Oil and water cooling systems are free in all classes.  
Dry sumping is permitted  
Electric fan is permitted
3. Induction Systems  
Original induction method to remain.  
No forced induction allowed unless fitted to the actual vehicle as standard manufacturer's equipment.
4. Exhaust Systems  
Exhaust free within MSA Regulations.
5. Ignition Systems  
Ignition systems free, subject to MSA Regulation Q19.11.2.
6. Fuel Delivery Systems  
Fuel delivery system free.

7. Cars in classes B and C which are subject to power to weight limits may be asked to visit a championship approved power tester, Oselli Ltd, to determine power at the wheels. After this the engine and ECU will be sealed by the approved tester. If these seals are broken without prior approval or if it is found that competitors are using multiple ECU maps the car will be excluded from the event until a new power test can determine power at wheels.

## 5.8. SUSPENSIONS:

Must retain original type and position as per manufacturer's original specification. Degree of modification of dampers, springs etc. will determine classification of car.

## 5.9. TRANSMISSIONS:

The transmission must remain as standard or comply with the car's relevant Club's Rules and Regulations for Competition as stated in Section 5.2.

Sequential shift transmissions are prohibited.

No more than the original number of gears must remain.

## 5.10. ELECTRICS:

Cars must have a working charging system. Lights must work. Battery type and position free, subject to MSA Regulations K14.1.1(a) and J5.14.1.

## 5.11. BRAKES:

Free, but degree of modification will determine classification of car.

Carbon disc brakes are not permitted unless fitted as original equipment.

Cars in classes A, B and C must use drum brakes where originally fitted.

## 5.12. WHEELS/STEERING:

Cars must run wheels appropriate to the model. The degree of modification will determine classification of car.

Wheel diameter must be no more than one inch larger or smaller than the original. Cars in classes D and E may be permitted to run wheel diameter up to two inches larger or smaller than original subject to prior approval by the Organisers.

The Organisers reserve the right to publish a supplementary list of acceptable wheel sizes in the form of a bulletin which will form part of the Technical Regulations.

## 5.13. TYRES:

1. All cars must run on "E" marked moulded tread tyres with a minimum depth of 1.6mm at the start of an event (MSA Regulation J5.9.2). If a car is found to have tyre depth below 1.6mm min the assembly area the competitor must change to compliant tyre(s) before proceeding to the grid.

Slicks are not permitted.

Wet tyres are free but must be fully moulded tyres. Not cut slicks.

Tyre width may be no greater than 35% larger than the original manufacturers supplied width for Classes a, B and C and F and no greater than 50% larger than the original manufacturers supplied width for classes D and E.

Tyre profiles will be controlled. The Organisers reserve the right to publish a supplementary list of acceptable tyre sizes in the form of a bulletin which will form part of the Technical Regulations.

Wet weather tyres sizes are free.

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

**ANY DRIVER ARRIVING ON THE GRID WITH THE WRONG TYRES RISKS EXCLUSION FROM THE RACE WITH NO REFUND OF ENTRY FEE.**

## 5.14. WEIGHTS:

Degree of lightening will determine classification of car.

Minimum weight for all cars (excluding driver) is 1,000kgs at all times during competition.

## 5.15. FUEL TANK/FUEL:

In all classes a safety fuel tank may be fitted.

## 5.16. SILENCING:

To comply with MSA Regulations J5.17.1 to 5.17.8.





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## 5.17. NUMBERS and CHAMPIONSHIP DECALS:

Competitors must leave an area of at least 100 square inches, 645 sq cms, free on each side of the car for, and must display, the Sponsor's Championship Decals (see MSA Regulations H29.1.1 to H29.1.3). Failure to display the appropriate sticker may result in loss of Championship points.

## 6. APPENDICES

### Race Organising Contacts:

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