



**REGULATIONS GOVERNING
ASTON MARTINS IN SPEED EVENTS
UPDATED FOR 2019**

REGULATIONS GOVERNING ASTON MARTIN CARS IN SPEED EVENTS

The following regulations cover Aston Martin cars in the various competitions organised by the Aston Martin Owners Club in the UK, and supersede any previous regulations.

While many people feel that our cars should be kept as close as possible to their original specification, there are those who already have cars that have been changed from the way they left the factory, and others who wish or need to alter them. It is not the Club's aim to restrict or try to control such changes, but to channel members' enthusiasm in such a way that the resulting cars neither look absurdly anachronistic, nor gain unfair competitive advantage from the use of modern technology and materials. The Speed Series Officials, who retain absolute discretion as to classification, will interpret these rules with the above in mind, rather than in a strictly legalistic fashion.

All cars must comply with the Technical Regulations of Motorsports UK for the type of competition being entered, and the following regulations are supplementary to these Technical Regulations. All minimum weights are to be taken post-race. All competitors must complete and sign a declaration form for the car/cars they intend using, prior to competing in an Sprint Programme event.

The rules are divided into the following groups, each of which is sub-divided into categories:

1. Vintage and Venerable (PVT) Aston Martins in two categories - A is for standard cars, B is for modified cars.
2. David Brown Aston Martins - DB1, DB2, DB2/4 MkI & II & DB MkIII, DB3, DB3S. The class will be subdivided into two categories - A is for standard cars, B is for modified cars.
3. David Brown Aston Martins - DB4, DB5, DB6, DBS (6 cylinder cars only), DBR1, DBR2, DBR4, DB4GT & Project Cars (including R Category cars). The class will be subdivided into two categories - A is for standard cars, B is for modified cars.
4. All Newport Pagnell V8 engined Aston Martins and Lagondas - V8, Virage and Bloxham DB7's. This Class will be subdivided into two categories - A is for standard cars, B is for modified cars.
5. All Gaydon production cars - DB9, V8 Vantage, V8 Vantage S, Rapide, DBS, V12 Vantage, V12 Vantage S, Vanquish, N24, GT4. The class will be subdivided into two categories - A is for standard cars, B is for modified cars.
6. Invitation Class – Only for genuine cars that are modified outside the rules. Not eligible for awards or Championship placings. Acceptance of any car in this class is at the Speed Series Officials discretion.

If there is an aspect of your car which is outside of these rules, or you wish to run as an invitation class car, you should apply to the Speed Series Officials for a letter of dispensation. The dispensation – if granted - will be applicable to the individual car in question, and is valid for a period of one year only.

In General, unless the rules say you can, you cannot.

CLASS 2 FELTHAM CARS FROM DB1 TO DB MK III

It is strongly recommended that all competitors consider replacing the original front and rear hubs with a stronger after-market product, as there is a history of component failure with the original parts. This also applies to spoked wheels. It is advised that all cars consider using 72 spoke wheels as these are far stronger than the original ones and carry no modification points.

Please mark which of the items below are applicable to your Aston Martin. The number of points accrued, will indicate whether your car should be in the Standard or Modified class.

Standard Class = 0 - 9 points

Modified Class = 10+ points (Includes all variants of DB3 and DB3S)

Modification Points	Points	Yes
MOT: Cars with current MOT/Road Tax/Insurance	0	
Cars without current MOT/Road Tax/Insurance	2	
Engine: Must be as per original specification for type and model. Standard wet sump, starter motor and charging system. No engine mapping equipment or external oil/water pumps. Original fitment Lucas starter motor. Start motor replaced with high torque gear type + dyno replaced by Alternator or Dynator. Oil coolers fitted within the body profile. Aluminium water radiator.	0	
Alloy head fitted	4	
Crank damper unit fitted	2	
DB2 engine size: 2,580 - 2,647 cc	0	
DB2 engine size: 2,648 - 2,992 cc	3	
DB2/4, DB2/4 Mk II or Mk III engine size: 2,648 - 2,992 cc	0	
Ignition: Mechanical contact breaker replaced by an electronic equivalent	1	
Carburettors and Fuel System: Non original fuel pumps. Safety fuel tanks of original size fitted in the original position. 2 Standard SU type H6 or HS6/HD6 of 1.75" diameter. Original manifolds.	0	
2 x SU type 2" or 3 x 1.75" or 3 x 35mm twin choke. Original manifolds	1	
3 x twin choke carbs, maximum bore 40mm. Inlet manifolds free	3	
3 x twin choke carbs, maximum bore 45mm. Inlet manifolds free	6	
Exhaust System: Exhaust manifold replaced by an original fitment manifold from a different Feltham model (not DB3/DB3S). Tubular steel manifolds to standard configuration and dimensions. Single, must exit at rear of car. Twin exhaust with original (or original configuration) manifolds	0	
Non standard length primaries that meet linearly and such that the connection to the down pipe is above the bottom of the cylinder block, with pipe at this point vertical and in the same longitudinal position as original Single or Twin pipe exiting at rear.	2	
Gearbox: Must be a standard, original DB type, as fitted to production cars of the period (1950-59), including close ratio option.	0	
Non Mk III, with overdrive or Mk III with overdrive on other than 4th gear.	2	

Rear Axle/Diff: Salisbury 3HA axle replaced by a later Salisbury type	0	
Limited Slip Differential fitted	2	
Suspension: Use of standard silent block suspension bushes.	0	
Ride height (measured between the bottom of the lower chassis member adjacent to front spring towers and the ground) less than 11.5". Must not be lower than 9".	1	
Any non standard suspension bushes (eg rose joints).	2	
Rear anti-rollbar fitted.	2	
Camber angle modified to vertical. Kingpin standard	2	
Camber angle modified to a max of 1.25 deg negative. Kingpin standard.	4	
Front and rear suspension free, apart from Kingpin. Camber angle may be modified. Must use existing radius rods and standard lower links. Sideways location free.	6	
DB2's with 4 bolt rear shock absorbers, as fitted as original equipment to DB2/4's	0	
Modern type Lever arm shock absorbers fitted in the same position as original components, providing not gas type and no external reservoir fitted, at either front, rear or both	2	
Telescopic rear shock absorbers, with standard spring position, providing no external reservoir and not gas type	3	
Coil over shock absorbers (front or rear) providing no external reservoir and not gas type	6	
Steering Box: Steering box replaced by a worm and roller, of equivalent specification, approved by the Speed Series Officials	0	
A 50's Lagonda Rack and Pinion system	2	
Tyres: Any road legal Avon 185 x 16, 82% profile radial, with wear within MOT limit, at start of event. Dunlop L section 600 x 16 Michelin 600WR x 16 Pilote X Vredestein 185HR x 16 Blockley 600 x 16 cross-ply or 185 x 16 radial	0	
For cars using 16 x 6" rim: can use modern road tyre, of not more than 205 section wide and not less than 50 profile, from list 1A of MSA Year Book 2018	4	
Wheels: Spoked wire wheels 16" diameter, 5" rim width	0	

Spoked wire wheels 16" diameter, 5½" rim width maximum	2	
Spoked wire wheels 16" diameter, 6" rim width maximum (not allowed in Standard Class)	4	
Brakes: Dual master cylinder and/or Servo	0	
Brake bias adjustment but NOT by the driver while competing	1	
Brake bias adjustment by the driver while competing allowed in Modified Class only	3	
DB2, DB2/4, DB2/4 Mk III with front disc brakes, as allowed for DB Mk III	3	
Body: Radiator grille changed to a grill of another type. Bumpers removed. Fibreglass bonnet, provided they are presented to look original and conform to the original outline, silhouette and are produced to a high standard.	0	
Rear window and rear quarter lights in Perspex on DB2	0	
Rear window and rear quarter lights in Perspex on DB2/4, Mk I/II/III	1	
Door windows changed for Perspex. Windscreen must be glass.	1	
Interior: Full width standard type dashboard. Racing seats. Removal of loose trim eg carpets	0	
Passenger seat and/or rear removed	1	
Modified dashboard - must be approved by the Speed Officials	2	
Interior free	4	
Chassis: Must be standard, with no drilling to reduce weight	0	
Lightened or drill chassis	2	
Weight - all weights are the minimum allowed in either Class: DB2: 1,099 kg DB2/4 MKI: 1,179 kg DB2/4 MKII 1,229 kg DB MKIII: 1,260 kg	0	
Any car weighing less, will be subject to review by the Speed Officials	6	