

2007 Welsh Sports & Saloon Car Championship

Race Championship Sporting and Technical Regulations

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1. Sporting Regulations – General

1.1 TITLE AND JURISDICTION

The 2007 Welsh Sports and Saloon Car Championship is organised and administered by B.A.R.C (Wales) in association with the Welsh Racing Drivers Association 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: CHR 2007/109
MSA Championship Grade: D

Status: **National B**

1.2 OFFICIALS

1.2.1	CO-ORDINATOR	Mr. Alan Jenkins	63 Greenwood Beaufort Road Newport Gwent NP19 7NR Tel /Fax 01633 663920
1.2.2	ELIGIBILITY SCRUTINEER	Mr Derek Lloyd	Four Winds, Milton Meadows, Milton, Tenby, Dyfed SA70 8PL Tel: 01646 651621
1.2.3	CHAMPIONSHIP STEWARDS	Mr. Alun Morgan	25 Heol-y-Plas, Fforest, Pontardulais, Swansea. Tel. 01792 884713
		Mr Phil Davies,	Pembrey Circuit, Pembrey, Llanelli, Carmarthenshire, SA16 0HZ. Tel. 01554 891042
		Mr. Dale Wells,	B.A.R.C., Thruxton Circuit, Andover, Hampshire, SP11 8PN. Tel. 01264 882200

1.3 COMPETITOR ELIGIBILITY

- 1.3.1 Entrants must be in possession of a valid current MSA Entrants Licence where applicable.
- 1.3.2 Drivers and Entrant/Drivers must be fully paid up valid membership card holding members of any MSA recognised motor club (such as the WRDA), be registered for the Championship and be in possession of a valid MSA Competition (Racing) minimum National B Status Licence.
- 1.3.3 All necessary documentation must be presented for checking at all the rounds when signing-on.

1.4 REGISTRATION

- 1.4.1 To be eligible for Championship points all drivers must register as competitors for the championship by returning the Registration Form and Technical information Sheet with the Registration Fee to the Co-ordinator prior to the Final Closing Date for the first round being entered. (see 1.4.5)
- 1.4.2 The registration fee is £125.00. Cheques made payable to **BARC (Wales) & WRDA**.
- 1.4.3 Registrations will be accepted from 1st January 2007 until the closing date for entries of the final round.
- 1.4.4 Registration numbers will be issued for the championship. Numbers will be allocated on request using a first come first serve basis. The only exception to this will be the number One which will be reserved for the current champion. Should the current champion not re-register for the series the number One shall not be used.
- 1.4.5 Any competitor wishing to compete for a single race may do so, but cannot claim points unless registered for the championship. (The organisers reserve the right to invite Guest Competitors to take part in any round or number of rounds, however these competitors will not receive any championship points in any event they take part in.)

1.5 CHAMPIONSHIP ROUNDS

The 2007 Welsh Sports & Saloon Car Championship will be contested over 16 Rounds as follows (NOTE: all dates provisional): All rounds to count

Round	Date	Circuit	Organising Club	Start
1/2	April 14/15	Pembrey	BARC	Standing
3	May 6 th	Brands	CSCC	Standing
4/5	June 9/10 th	Pembrey	BARC	Standing
6	July 1 st	Mallory	BARC	Standing
7/8	July 28/29	Pembrey	BARC	Rolling
9	Aug 11th	Oulton park	CSCC	Standing
10/11	Aug 25-26th	Silverstone Int	CSCC	Standing
12	September 8	Brands	SEMSEC	Standing
13/14	Sept 29 th	Silverstone Nat D/Header	BARC	Standing
15/16	Oct 20/21	Pembrey	BARC	Rolling

1.6 SCORING

- 1.6.1 Points will be awarded to registered competitors listed as classified finishers in the Final Results as follows: In each class
1st = 10, 2nd = 8, 3rd = 7, 4th = 6, & so on to 9th & all class event starters = 1 point. The definition of an event starter is when a competitor has completed a minimum of 3 laps of practice.
Plus one extra point for the competitors achieving the race fastest lap in the class on the day. In the event of only one starter in the class no point will be awarded for the fastest lap in the Class on the day. The first and last race of the season will carry double points also a joker can be played at any other race during the season to claim double points for that race. You must inform the co-ordinator the race prior to the joker being played
- 1.6.2 Ties will be resolved using the formula in Appendix J3.4 of the 2007 MSA Yearbook.
- 1.6.3 Advertising: Competitors will be required to carry advertising as supplied to publicise the championship in accordance with E 2.24.1 & E 2.24.2 in order to qualify points.

1.7 AWARDS

- 1.7.1 All awards are to be provided by the Championship Organisers in conjunction with organising clubs where appropriate.
- 1.7.2 **Per Round:** 1st in each class a Trophy. 2nd in each class a Trophy. subject to four starters in class Third in each class will be awarded if there are more than six starters in the class. Marque awards may be allocated by the championship committee.

- 1.7.3 **Championship:**
1st Overall a trophy
2nd Overall a trophy
3rd Overall a trophy
In each Class: A trophy,
“Marque” trophy (see 5.2.2.2)
A 'Novices Award' for the highest scoring driver who has not previously held a racing licence,
A 'Ladies Award' and a 'Newcomers Award' for the highest scoring driver who has not held any kind of competition licence before.
- 1.7.4 **Bonuses:**
Per round: nil
Championship: nil
- 1.7.5 **Presentations:**
Garlands or Trophies are to be provided for presentation at the end of each race or at an end of the meeting presentation ceremony.
- 1.7.6 **Entertainment Tax Liability:**
In accordance with current government legislation, the BARC (Wales) and WRDA is legally obliged to withhold the tax at the basic rate on all payments to non-UK residents sportsmen/women.
- That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or Eire. This means that, as the organiser, BARC (Wales) and WRDA is required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents.
- Under such circumstances, it may be possible for competitors to enter into an agreement with the Inland Revenue to limit the tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before the payment is due.
- For further information contact: The Inland Revenue, Foreign Entertainers Unit, 2nd Floor, Unit 1 Princess Gate, Homer Road, Solihull, West Midlands. Tel. 0121 606 2861. Fax. 0121 606 2865.
- 1.7.7 **Title to all Trophies:**
In the event of any Provisional Results or Championship Tables being revised after any provisional presentations and such revisions affect the distribution of any awards the Competitors concerned must return such awards to the organisers BARC (Wales) and WRDA, in good condition within 7 days.

2. Sporting Regulations – Judicial Procedures

- 2.1 **Rounds:** In accordance with Section 0 of the 2007 MSA Yearbook and these regs.
- 2.2 **Championship:** In accordance with Section 0 of the 2007 MSA Yearbook and these regulations.

3. Sporting Regulations – Championship Race Meetings & Race Procedures

- 3.1 **Entries:**
- 3.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the closing dates which shall be determined by the organising club. The Organisers are responsible for mailing Supplementary Regulations/Entry Forms to all Registered Competitors in sufficient time for entries to be made prior to the published selection of entry dates for each round.
- 3.1.2 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 purposes shall be the date on which the Secretary of the Meeting receives the missing or corrected information or fee.

- 3.1.3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified in writing to the Secretary of the Meeting. 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.
- 3.1.4 At the closing date entries of 20 or more competitors may be split into 2 races by class, at the discretion of the organisers based on performance potential of cars entered for each class.
- 3.1.5 The maximum entry fee for each round shall be decided in conjunction with the Club organising each round.
- 3.1.6 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 Reserve number order irrespective of class. If Reserves are given Grid Places prior to issue of the first Grid Sheets for any round the time 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 pit lane 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 start line or pit lane exit, whichever is the later. Such approval to start MUST be obtained from the Clerk of the Course.
- 3.1.7 Entry Fee Refunds will be as per the policies of the Clubs organising each round - as published in their Supplementary Regulations for each round.
- 3.1.8 Each Race Meeting Organiser may accept up to 20% more entries than specified on the Track Licence for each Circuit and all accepted competitors may practice.
- 3.1.9 Reserves who practice in the correct session and set a time will take precedence, in reserve number order, over any accepted entry whose practice times are disallowed, or who does not set a time during the official practice for the Championship race.

3.2 Briefings:

Organisers should notify Competitors of the times and locations for all briefings in the Final Instructions for the meetings. Competitors must attend all briefings.

3.3 Practice:

The minimum period of practice to be provided is to be as specified in the MSA Regulations in respect of circuit lengths. 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.

3.4 Qualification :

- 3.4.1 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 regulations J4.4. 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 J 4.4.3.

3.5 Races:

The standard minimum scheduled time shall be 15 minutes plus 1 lap 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.

3.6 Starts:

Standing Starts:

April 14/15 Pembrey May 6th Brands June 9/10th Pembrey July 1st Mallory Aug 11th Oulton park
Aug 25-26th Silverstone Int September 8th Brands Sept 29th Silverstone Nat D/Header

3.6.1 All race start countdowns are to have a minimum elapsed period of 1 minutes from the time all cars are released to form up on the grid to the start of the Green Flag/Pace Lap(s) in the formation as specified on the Track Licence for each circuit.

- 3.6.2 The minimum Countdown procedures/audible warnings sequence shall be:-

Standing Starts-

1 minute to start of Green Flag lap Start Engines / Clear Grid

30 seconds Visible and audible warning of Green Flag lap

- 3.6.3 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.
- 3.6.4 Any cars removed from the grid after the 1 minute stage or driven into pits on Green Flag/Pace 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.
- 3.6.5 Any drivers unable to start the Green Flag/Pace lap or start are required to indicate their situation as per MSA Regulation J 13.10.2 and any drivers unable to maintain grid positions on the Green Flag/Pace Lap MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.
- 3.6.6 Excessive weaving to warm up tyres - using more than 50% of the track width, and falling back in order to accelerate and practice starts, is prohibited.
- 3.6.7 A five second board will be used to indicate that the grid is complete. The red lights will be switched on five seconds after the board is withdrawn.

In the event of any starting lights failure the Starter will revert to use the National Flag.

Rolling Start: July 28/29 Pembrey Oct 20/21 Pembrey

- 3.6.8 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 Flag Lap(s) in the formation as specified on the Track Licence for the Circuit.
- 3.6.9 The minimum Countdown procedures for ROLLING STARTS shall be:
- 1 minute to start of Rolling Lap – Start engines/Clear Grid.
30 seconds to start of Rolling Lap – Visible and audible warning for start of the lap.
- At the end of the Rolling Lap the grid will be slowed to an appropriate speed on the approach to the start line. All cars will start racing when the red start light are turned off.
- 3.6.10 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited on the grid.
- 3.6.11 Any cars removed from the grid after the 1-minute stage or driven into the pits on Green Flag 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.
- 3.6.12 Any drivers unable start the Green Flag lap or start are required to indicate their situation as per MSA Regulation J 13.10.2. Any drivers unable to maintain grid positions on the Green Flag to the extent that all other cars are ahead of them may complete the Green Flag Lap. They MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.
- 3.6.13 Excessive weaving to warm-up tyres using more than 50% of the track width and falling back in order to accelerate and practice starts, is prohibited.

3.7 Race Stops:

- 3.7.1 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 starting grid area which will automatically become a Parc Ferme area. 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.
- 3.7.2 Case A – Less than two laps completed by Race Leader.

The race will be null and void. The race will restart from the original grid positions. Competitors unable to take the restart may be replaced by reserves who will start from the back of the grid in reserve order. Gaps on the grid should not be closed up. The length of the restarted race will be determined by the Clerk of the Course.

- 3.7.3 Any competitor not running at, or being the cause of, the deployment of a red flag will only re-start at the discretion of the Clerk of the Course, from behind the last row of the grid in the order determined by the Clerk of the Course.
- 3.7.4 Case B – More than two laps completed by Race Leader but less than 50%
- The race will restart from the grid set out by the finishing order of part one, (as per J.5.4.4). The result of the race will be the finishing order at the end of part 2. The length of the restarted race will be determined by the Clerk of the Course.
- 3.7.5 In both Case A & Case B there should be an interval between the stopping of the race and the restart at least equivalent to the minimum period specified in the starting procedure. Unless the SRs or final instructions state to the contrary, cars may return to the pit area for minor repairs to be carried out during this interval. Cars may rejoin the back of the grid up to the 2 minute signal, and thereafter may join the race from the pit road after all other cars have started. No work may be carried out on the grid, non runners at the time of stopping will be allowed to take the restart from the back of the grid in reverse order of retirement behind those referred to above. The Clerk of the Course may also order that the rerun shall be abandoned altogether.
- 3.7.6 If the race leader has completed more than 50% of the race distance or duration it shall not be restarted and the results will be declared in accordance with MSA Regulation J.5.4.4.
- 3.8 **Re-Scrutiny:**
All vehicles reported involved in contact incidents during races or practice must be re-presented to the Scrutineers before continuing in the races or practice.
- 3.9 **Pits and Pit Lane Safety:**
- 3.9.1 Pits - Entrants must ensure that the MSA Circuit Management and Organising Club Safety Regulations are complied with at all times.
- 3.9.2 Pit Lane – The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all drivers to take all due care and drive at minimum speeds in pit lanes.
- 3.9.3 Refuelling – May only be carried out in accordance with the MSA J.14 Regulations, Circuit Management Regulations and the SRs or final instructions issued for each Circuit/Meeting.
- 3.10 **Race Finishes:**
After taking the Chequered Flag drivers are required to: Progressively and safely slow down, remain behind any competitors ahead of them, return to the Pit Lane Entrance/Paddock Entrance as instructed, comply with any directions given by Marshals or Officials and to keep their helmets on and harnesses done up while on the Circuit or in the pit lane.
- 3.11 **Results:**
All practice timesheets, grids, race results are to be deemed PROVISIONAL until Scrutineers release all vehicles after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures.
- 3.12 **Timing Modules:**
- 3.12.1 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 in the position and manner specified. The Modules must be in place and functioning correctly for all Championship qualifying practice sessions and races. The setting and servicing of these items must only be carried out by properly authorised MSA 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.
- 3.12.2 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. Any such equipment placed within these zones will be removed.

3.13 Safety Car:

There is no provision for the use of a Safety Car in any event forming a round of this Championship

4. Championship Race 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 O.3.3.

4.1.2 Arising from post race Scrutineering or Judicial Action
Minimum Penalty: The provisions of MSA Regulations O.3.5.1(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 O.3.5.1(c).

4.2 Infringements of non-technical MSA Regulations and the Sporting Regulations issued for the Championship.

4.2.1 As per 2007 MSA Judicial Procedure Regulations.

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. If in any doubt regarding championship or class eligibility confidential advice can be sought from the championship organisers.

5.2 Description

5.2.1 The Welsh Sports & Saloon Car Championship is for competitors participating in a wide variety of Race Vehicles according to the classes specified in these regulations.

All cars must comply with MSA General Regulations E (General) E.12, J. (C -Technical), and Q (Safety) as relevant and as clarified below or in writing by the Championship Organisers.

Single seater open wheel racing cars are specially prohibited.

Unless specified differently below, cars in all classes allowing Forced Induction apply a Capacity multiplying factor of 1.5 : 1.

Championship decals are provided and must be displayed on each side, and on top of the windscreen or forward facing panel in the case of open sports cars. All decals provided must be displayed as appropriate in order to qualify for points and awards.

The Championship Committee has the right to refuse any car from entering the Championship if they consider that the car does not conform to the spirit of the Regulations.

5.2.2 The class structure is as follows:

5.2.2.1 Class A – Non road based Racing Sports Cars.

Class B – Modified Saloon & Roadsports upto 1800cc.

Class C – Modified Saloon & Roadsports over 1800cc.

Class D - British Touring Cars & Re-Engined Modified Sports and Saloon Cars.

5.2.2.2 In addition to the classes above, if there are at least four similar cars (same manufacturer) registered in either the same class or more than one class by the sixth round, then at the discretion of the championship committee a Marque class will be run for these cars. Competitors will be informed by the co-ordinator and as from the following round competitors in the new Marque class will in addition to scoring championship points as normal, score points for the Marque class as per regulation 1.6.1. The winner of the Marque Class will receive a Trophy at the end of the season. In 2006, a Rover marque class will be run.. Marque classes will be administered separately by the Championship Co-ordinator, and will not need to be featured in race programs etc. If there is any question as to the eligibility of any car it is the driver's responsibility to provide all information required by the Series Co-ordinator to prove the car's eligibility. This includes, where necessary, a copy of the technical regulations with which the car is claimed to comply. Failure to provide the required information to prove eligibility will mean that points and awards will not be awarded until eligibility is proved.

Note: Due to the nature of the class structures, some cars may be eligible for more than one class. However, cars may only register for one class with no change to class choice allowed during that year.

5.2.2.3 Numbers and Championship Decals – Positions

5.2.2.4 MSA E.11.3.11 specification - numbers displayed in positions acceptable to the Timekeepers must identify all cars. Numbers must be clearly displayed on either side of the car and on the bonnet. Championship decals must be in an un-obscured position on either side of the car. The class letter must be displayed adjacent to each competition number.

Championship and Class Sponsors decals must be displayed in un-obscured positions on both sides of the car to qualify for points and prizes

5.2.2.5 Vehicle Specification

All competitors must provide the championship organisers with a fully completed "Vehicle Specification" form before the event in which they intend to compete if they want to qualify for points and awards.

5.3 Detailed Descriptions – Classes

5.3.1 Class A - Non road based Racing Sports Cars & F.I.A. GT.

Description:

Any non road car based Racing Sports Car or 'Homologation Special' type purpose built racing car such as Radicals, Harrier, LM3000, Tiga Z88 or F.I.A. GT1, GT2 & GT3. The inclusion of Up to F.I.A. GT3 is based on all Cars in Class A that have an established Lap benchmark at Pembrey of 60 seconds or less.

Eligibility Details:

All cars must comply with MSA General Regulations E (General) E.12, J. (C) (Technical), and Q (Safety) as relevant as well as other criteria clarified in writing by the Championship Organisers.

MSA Regulation E.12.2.5. shall not apply in that space created by removal of the passenger seats, may be used for other legitimate purpose subject to the approval of the Eligibility Scrutineer.

The following categories are acceptable:

1. Sports, Mod Sports and Sports Racing Cars complying with the specific MSA definitions (Section P) and Regulations for each defined category. Any aerodynamic aids used on these cars must comply with Special Saloon Car Formulae which are available from MSA Technical Department. In addition the height of the rear wing shall not exceed the height of the rollover bar/rollcage or be greater than 120 cms above the ground with the driver normally seated in the car.
2. Cars that directly comply with the MSA Special Saloon Regulations, and relevant Section Q Safety Regulations with the exception Headlamps need not be retained, and the drivers seat opening must be completely to one side of the centre line of the car.
3. Motor Cycle engined cars.

4. The Organisers reserve the right to refuse any car, which in their opinion does not comply with these regulations.

5.3.1.2 **Safety Requirements**

The following articles of MSA Appendix Q Safety Criteria as relevant and as clarified below.

Roll Bar - A Roll Bar to Q1.5.1 or Q1.5.2 (as appropriate) is mandatory.

Head Restraint - The fitting of a Head Restraint to Q13 is mandatory.

Seat Belts - Seat Belts (4 Point) to Q2.1.2 are minimum.(J.20.14.2refers).

Fire Extinguisher - A Fire Extinguisher to Q3.1.2a is mandatory.

Battery - The fitting of an External Circuit Breaker to Q8 is mandatory.

Red Warning Light - The fitting of a Rear Red Warning Light to Q5 is mandatory.

Towing Eyes - The fitting of Towing Eyes front and rear to J20.1.3 are mandatory on Saloon Cars.

5.3.1.3 **Wheels and Steering**

5.3.1.4 Tyres - The use of tyre heating/heat retention devices is prohibited

5.3.1.5 Silencing - All cars must be silenced to MSA E.12.17 Specifications

5.3.2 **CLASS B – Modified Saloons & Roadsports upto 1800cc**

Description: The regulations for Class B & Class C are identical and are only separated by engine capacity & weight criteria.

5.3.2.1 **Details: :**

Safety Requirements:

The following Articles of MSA Appendix Q Safety Criteria Regulations

will apply :- Cars must comply with Safety Criteria Nos. Q 1.5.1 to drawing (d) with lateral door bar mandatory, 2.1.2, 3.1.2(a), 6,8,9,13.

General Technical Requirements & Exceptions:

Sports and Saloon Cars are based upon cars homologated for road use and for which at least 250 have been manufactured will be eligible, subject to the approval of the Championship Committee.

Full details of the cars technical specification must be included on the Vehicle Specification form. The driver should have and forward a copy of the appropriate MSA Technical Regulations for the Championship to which the car was eligible.

5.3.2.2 **Chassis:**

The floor pan, sill, door surrounds, roof and bulkhead must be in construction, material and size as originally manufactured. No part of the floor pan, wheel arches (inner and outer) or bulkheads may be altered or removed to allow the attachments of shock absorbers, with the exception of mini's or Escort Mk.1 or Mk 2. for which turreted shock absorbers are permissible. The chassis and floor pan can be reinforced. Inner wings and bulkheads can be modified to allow clearance for the Induction system the maximum clearance being 75mm. The wheelbase + or – 50mm must remain original.

5.3.2.3 **Bodywork:**

Modifications Permitted

5.3.2.4 **General:**

No part of the car may touch the ground if any one tyre is deflated.

Interior:

5.2.3.5. Carpets, insulation linings and passenger seats can be removed. Controls can be altered but the driver must sit on the same side as the original car and completely on one side of the centre line.

5.3.2.6. **Exterior:**

The standard door panels, boot, bonnet and wings may be replaced with ones of a lighter material. Glass lenses can be replaced with plastic, as can side and rear windows.

Windscreens must be laminated or plastic of minimum thickness 4mm.

Front spoilers air dams/splitters are permitted below the level of the road wheel centres, up to 15cms beyond the overall periphery of the existing bodywork excluding bumpers. Rear spoilers are permitted within the overall plan periphery of the original vehicle excluding bumpers.

A rear spoiler is a raised surface of opaque material integral with the rear deck with no gaps or openings in the surface, front or rear, and not exceeding half the vertical height of the original window fitted to the original vehicle, measured at the centre of the original window.

A rear wing or spoiler will be eligible providing that it is standard equipment on the standard car, and that the wing is fitted in exactly the same position and is the same dimensions as on the standard car.

5.3.2.7. **Silhouette:**

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.

5.3.2.8. **Ground Clearances:**

Minimum as specified in MSA Yearbook J I 20.1.2.

5.3.2.9. **Modifications Prohibited:**

Exterior – All cars must have the original sized windscreen. Radiator grills must be fitted and stoplights must work.

5.3.2.10 **Engine:**

Permitted Modifications:

The engine must be of a similar type & manufacturer as fitted to the original car, cylinder heads may be modified.

5.3.2.11

Prohibited Modifications:

Location

The engine block must remain within + or – 50mm of the location on the original car.

Oil/Water Cooling – Oil coolers and radiators must remain within the original periphery of the bodywork.

Induction System - Forced induction is permitted if fitted as original equipment, an equivalence factor of 1.5 :1 will apply.

5.3.2.12

Suspension:

Permitted Modifications:

Dampers are free, however the suspension type must be as per original manufacturer, original mountings must be retained even if not used.

5.3.2.13

Transmissions:

Permitted Modifications:

The gearbox and differential are unrestricted but must remain within 50mm of the original location.

Transaxles are not allowed unless fitted as original equipment.

5.3.2.14

Electrics:

Electrical generators may be disconnected and removed. Electronic Chips are free to modification from standard.

5.3.2.15

Brakes:

Unrestricted, other than Regulations in MSA Regulation E 12.6.

5.3.2.16

Wheels/Steering:

Unrestricted, other than Regulations in MSA Regulation E 12.7 and E 12.8.

5.3.2.17 **Tyres:**
Unrestricted, slicks are permitted, other than Regulations in MSA Regulation E 12.9

5.3.2.18 **Weights:**
Cars must comply with the following Minimum post race/qualifying weight limits including driver:

Up to	1000cc	545kg.
1001 -	1300cc	560kg.
1301 -	1500cc	590kg.
1501 -	1600cc	640kg.
1601 -	2000cc	704kg.
2001 -	2500cc	768kg.
Over	2500cc	948kg.

5.3.2.19 **Fuel Tank/Fuel:**
As per MSA Regulation E 12.13.

Fuel & Fuel Systems will be in accordance with E12.13 and Section P of the MSA regulations

- (a) Petrol as per section E12.13.3 & P. Pump Fuel (a)
- (b) LPG as per section E12.13.4 & P. Pump Fuel (b)
- (c) Diesel as per section E12.13.3 & P. Pump Fuel (c)

NOTE: Those cars using diesel fuel will be classified as having an engine capacity reduction of 50% (e.g. a 2000 cc turbo diesel will be considered to be equivalent of a 1400 cc normally aspirated engine.)

5.3.2.20 **Silencing:**
As per MSA Regulation E 12.17

5.3.3 **CLASS C - Modified Saloons & Roadsports over 1800cc**

5.3.3.1 **Description:** As per Class B with an engine capacity or equivalence formula for forced induction capacity factor of 1.5 : 1.

5.3.4 **CLASS D -**

Description: This class is intended for current and past cars constructed in accordance with BTCC regulations, any saloon or sports car that no longer retains the original locations type or configuration of engine and suspension mounting points as per the original manufacturer specifications hence not being eligible for classes B or C, plus all Caterham, Westfield and similar cars & kit cars that have an established benchmark lap time at Pembrey of 64 seconds or less.

5.3.4.1 **Details:** Ex or Current British Touring Cars, Silhouette cars, German Touring Cars, plus any car having an engine not fitted to that model by the original manufacturer or in a different configuration to that of the original, i.e. R.W.D. MK3/4/5 Escort. Limited production sports i.e. Caterham R500 & kit car derivatives.

6. **APPENDICES**

The following Commercial Regulations are not subject to the Judicial procedures of either the Championship Stewards and/or the MSA/MSA.

6.1 **Race Organising Clubs and Contacts.**

- a) BARC (Thruxton Circuit), Andover, Hants, SP11 8PN. Tel. 01264 882200 Fax: 01264 882233
- b) BARC (Pembrey Circuit), Llanelli, Dyfed, SA16 0HZ. Tel. 01554 891042 Fax: 01554 891387
- c) Peterborough M.C Phil Johnson, 25 Apsley Way, Longthorpe, Peterborough PE3 9NE.
01733 263786
- d) B.A.R.C. (Wales) Alun Morgan (Chairman), 25 Heol-y-Plas, Fforest, Pontardulais, Swansea.
Tel. 01792 884713
- e) W.R.D.A. Robert Allender, (Sec) 50 Trallwn Road, Llansamlet, Swansea SA7 9XA
Tel. 01792 791686

- f) W.S.S.C. Clive Hayes (chairman) Pegity Coy Whitesands St Davids Pembrokeshire SA62 6PU
Tel 01437 720758

6.2 **CODE OF PRACTICE**

1. I understand that the championship will be administered by a steering committee who will advise the Championship Co-ordinator in accordance with X 10.2.19.
2. I agree that I will abide with any and all bulletins issued by the Championship Co-ordinator without comment.
3. I agree that neither I, nor any member of my team or anyone who purports to have any connection with me or any member of my team, will make any adverse comments to the press or media. I understand that if any such comments are printed or broadcast. I may be called before the steering committee to give account of said comments.
4. I understand that this also applies to misbehaviour or unfair practice.
5. I understand that the steering committee reserve the right to censure in respect of items 3 & 4 and in extreme cases following the appropriate hearing may refund a registration fee and request that a competitor takes no further part in the championship. This does not prejudice the normal rights of appeal as allowed for in the MSA Blue Book.
6. I understand that telephone calls to officials should be made after 9.00 a.m. and before 9.30 p.m.

7. **REGISTRATION FORMS**

Registration Form, Drivers Profile, and Log Book must be completed in full. See separate Sheets.