



Northern Saloon & Sports Car Championship

# The Northern Saloon & Sports Car Championship 2018



**Champion 2017**  
**Mark Leybourne**



# NORTHERN SALOON & SPORTS CAR CHAMPIONSHIP 2018

## 1. Sporting Regulations

### 1.1 Title & Jurisdiction

The Northern Saloon & Sports Car Championship is organised and administered by Darlington & District Motor Club LTD (D&DMC Ltd) in accordance with the general regulations of the Royal Automobile Club Motor Sport Association (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

MSA Championship Permit No.      Race Status National B  
MSA Championship Grade D

### 1.2 Officials

#### 1.2.1 Co-Ordinator

Lesley Starkey  
77 Elizabeth Way  
Seaton Carew  
Hartlepool  
TS25 2AY  
01429869407  
07950248105

#### 1.2.2 Eligibility Scrutineer

Mark Armstrong  
Newton Villa  
Newton Villas  
Coxhoe  
Durham  
DH64JF

#### 1.2.3 Championship Stewards

D Busby  
A J Curran  
M Starkey

(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 requests from the championship Co-ordinator to penalise any competitor for any breach of championship regulations, after holding a formal hearing to impose a penalty to

consider any request in accordance with [MSA Regulation C2.1.1](#) in the current [MSA Yearbook](#) (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 to the MSC provided in Section C.

### 1.3 Competitor Eligibility

#### 1.3.1 Entrants Must:

- (a) Be fully paid up, valid membership card holding members of the D&DMC Ltd and
- (b) Be registered for the Championship and
- (c) Be In possession of a valid MSA Entrants Licence

#### 1.3.2. Drivers and Entrant/Drivers must:

- (a) Be current (card holder) members of the D&DMC Ltd and
- (b) Be registered for the Championship
- (c) Be in possession of a valid competition (Racing) National B licence as a minimum
- (d) Deleted
- (e) Deleted

#### 1.3.3. All necessary documentation be present for checking at all rounds when signing on.

### 1.4 Registration

#### 1.4.1 All competitors must register for the championship by returning the registration and membership form with the Registration fee to:-

**Lesley Starkey, 77 Elizabeth Way, Seaton Carew, Hartlepool, TS25 2AY**

Prior to the final closing date for entries for the first round being entered.

#### 1.4.2 Registration Fee is £145.00 made payable to D&DMC Ltd. (This includes annual membership)

#### 1.4.3 Registration numbers will be permanent competition numbers for the championship.

#### 1.4.4 Registrations will not be accepted after the completion of the penultimate event (Single or double header).

### 1.5 Championship Events

The Championship will be contested over 14 rounds as Follows:

Date:	Organising Club:	Circuit:
31 <sup>st</sup> – 1 <sup>st</sup> March / April	MSV	Oulton Park
21 <sup>st</sup> – 22 <sup>nd</sup> April	BARC	Croft
26 <sup>th</sup> – 27 <sup>th</sup> May	MSV	Snetterton
16 <sup>th</sup> – 17 <sup>th</sup> June	KHM	Knockhill
7 <sup>th</sup> – 8 <sup>th</sup> July	Auto 66	Cadwell
25 <sup>th</sup> – 26 <sup>th</sup> August	DDMC	Croft
8 <sup>th</sup> – 9 <sup>th</sup> September	BRSCC	Croft

### 1.6 Scoring

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

At each round in each class 20,18,16,14,12,10,8,6,4,2 and 1 for each additional finisher. In addition 1 point will be added for each starter in the class up to a maximum of 3 points. A starter is defined as a competitor who comes under 'Starters Orders'.

- 1.6.2** The totals from all qualifying rounds less 2 will determine final championship points and positions.
- 1.6.3** Ties shall be resolved by using the formula in [MSA Regulation 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 individual round basis and will be:
  - (a) Deemed "Guest Competitor"
  - (b) Not score points and for the purposes of points scoring ignored
  - (c) Not 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.

## 1.7 Awards

- 1.7.1** All awards are to be provided by Darlington & District Motor Club Ltd
- 1.7.2** Per event: An award to the first registered competitor with others to be announced
- 1.7.3** Championship trophy to 1<sup>st</sup> overall.
- 1.7.4** Awards will be presented at the end of each event, and/or at the end of the championship at the designated presentation ceremony.
- 1.7.5** Deleted
- 1.7.6 Title to all Trophies**

If provisional results for championship tables are revised after any presentations and these revisions affect the distribution of any awards, the competitor concerned must return them to the D&DMC Ltd in good condition within 7 days after the presentation.
- 1.7.7.** A special award will be presented to a competitor achieving their first outright race win.

## 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 closing date for the event.
- 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 purposes shall be the date on which the Meeting Organiser receives the missing or corrected information or fee.
- 2.1.3.** Any withdrawal of entry or Driver/Car changes made after acceptance of an entry must be notified to the Meeting Organisers in writing. [MSA Regulation D.25.1.12](#). In the current MSA Yearbook applies.
- 2.1.4.** The entry fee for each event shall be specified in the SRs and on the entry form.

- 2.1.5. Reserves will be listed in the final list of entries published with final instructions or a bulletin.

## 2.2. 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

## 2.3. Qualification Practice

- 2.3.1. Should any Practice session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session: the decision of the Clerk of the Course will be final.
- 2.3.2. Each driver shall complete a minimum of 3 laps in the car to be raced, and in the correct session, in order to qualify ([MSA Regulations Q4.5](#)).

## 2.4. Races

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or return the race ([MSA Regulations \(Q\)5.4.](#)) (1.6.4 above applies).

## 2.5. Starts

- 2.5.1. All cars will be released to form up on the grid prior to the start information as specified on the grid sheet.
- 2.5.2. The Start will be via standing start:  
The minimum Countdown procedures/audible warning sequence shall be:-
  - i. 1 minute to start Green flag- Start Engines/clear grid.
  - ii. 30 Second- visible and audible warning for the start of Green Flag Lap
  - iii. A 5 Second board will be used to indicate that the grid is complete.
  - iv. The red lights will be switched on 5 seconds after the board is withdrawn
- 2.5.3. Any car removed from the grid after the 1 minute stage or driven into the pits on the Green flag lap shall be held in the pit lane and may start the race after the last car has passed the startline or pit lane exit, whichever is the later to take the start from the grid.
- 2.5.4. Any driver unable to start the Green Flag lap or start is required to indicate their situation as per [MSA Regulation \(Q\)12.13.2](#). In addition any driver unable to maintain grid positions on the Green Flag Lap, to the extent that ALL other cars are ahead of them, may complete the Green Flag Lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.
- 2.5.5. In the event of any starting lights failure the starter will revert to use of the national flag.
- 2.5.6. When running amalgamated grids, split starts may be used with A&E in the first part of the grid followed by B,C,D & H. As per [MSA Regulation Q12.14.2](#)

## 2.6. Session Red Flag

Should the need arise to stop any race or practise, **RED LIGHTS** will be switched on at the Start line and **RED FLAGS** will be displayed at the start line and at all Marshals Signalling Points around the Circuit. This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and return to the pit lane, during practise and to the starting grid area, during the race, 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. 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 respect the pit lane speed limits.
- 2.7.3. Refuelling:**  
May only be carried out in accordance with the MSA General Regulations, the Organising Club Regulations, Circuit Management Regulations and the SR's or Final instructions issued for each Circuit/Meeting.
- 2.7.4. Speed Limit:**  
Pit lane Speed Limit will be 60KPH.

## 2.8. Race Finishes

After taking the chequered flag drivers are required to:

- I. Progressively and safely slow down.
- II. Remain behind any competitors ahead of them.
- III. Return to the Pit Lane Entrance/Paddock Entrance as instructed.
- IV. Comply with any directions given by Marshals or Officials.
- V. Keep their helmets on and harnesses done up while on the circuit or in the Pit Lane.

## 2.9. Results

All Practise Timesheets, Grids, Race Results are to be deemed provisional until all vehicles are released by Scrutineers after Post Practise/ Race Scrutineering and / or completion of any judicial or Technical Procedures ([MSA regulation \(D\)26.3.](#))

## 2.10. Timing Modules

Transponder Timing

Timing at all championship events will be by Electronic Competitor Identification Equipment (Transponders). This requires every competing car to be fitted with a transponder giving a unique signal identifying the car and the competitor driving that car. Any competitor starting a practice or a race with an inoperative transponder may not be timed.

**It is the responsibility of each competitor to:-**

- (a) Obtain/purchase an approved type/model of transponder.
- (b) Securely fit the transponder in the location specified for the type/class of car.
- (c) Ensure the transponder is in good working condition for every practice and race.
- (d) Notify the Secretary of the Meeting of any change of car, driver, class etc.
- (e) Replace any transponder damaged, lost or inoperative. Information and advice on approved types of transponders, sources of supply and the required location and fitting of transponders for each class of car, are available to competitors and/or entrants from the Championship Co-ordinator.

### Approved Transponders

Prior to an event, all cars **MUST** be fitted with a working AMB TranX260 or, in approved cases, and AMB TranX160 and the unique identification number of that transponder **MUST** be given

on the Entry Form for each event. Transponders will **ONLY** be available for hire as a replacement for non-working transponder already fitted to cars.

Any competitor, running in practise or a race without a working transponder **MAY NOT BE INCLUDED IN ANY RESULTS** until the transponder fault has been rectified or the transponder replaced.

For cars with reliable 12volt D.C. supply AMB TranX260 direct powered transponder. This transponder is a sealed unit for direct, permanent fitting in the required location. Attached to it is a 2 metre, high temperature and oil resistant cable for connection to a 12 volt supply, referable through the car ignition switch.

For cars without a reliable 12 volt D.C. supply or for competitors wishing to use the same transponder on different cars AMB TranX260 rechargeable transponder. This transponder is secured in a bracket permanently fitted in the required location. It must be removed, fully recharge in the charger supplied and securely refitted in its bracket prior to each meeting. This type is only recommended where a reliable 12 volt D.C. supply is not available or the transponder is require to be transferred quickly form car to car, for the same competitor. In exceptional cases AMB TranX160 Transponders, commonly used for some karting, may be used but these are not suitable for cars crossing the start/finish line at very high speeds. Any competitor considering using these transponders should have them checked by the timekeepers prior to starting practice.

### 2.11. Qualification Races

If any event is oversubscribed the Organising Club may at their discretion run 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. Onboard Cameras

On board cameras **ARE MANDATORY**, they **MUST** comply to [MSA Regulation J5.21](#) :-

- (a) Not impede the driver's line of sight.
- (b) Must be able to record the steering wheel and track from the drivers view.
- (c) Be fitted securely (**NO SUCTION MOUNTS**) and have an independent secondary restraint, which attaches the camera body to the structure of the vehicle.
- (d) Be authorised by the Chief Scrutineer and Event Organiser as per [MSA Regulation J 5.21](#)

## 3. Specific Championship Regulations

## 4. Specific Championship Penalties

In accordance with section C of the current MSA Yearbook

### 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 provisions of [MSA Regulations C3.5.1 \(c\)](#).

## 4.2. Additional Specific Championship Penalties

Deleted

# 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 regulations do not clearly specify that you can do it you should work on the principle that you cannot.

All references to MSA regulations in these regulations refer to the [current MSA Yearbook](#).

If there is any question as to the eligibility of any car it is the DRIVERS'S RESPONSIBILITY to provide all information required by the Championship Co-ordinator and /or Eligibility Scrutineer to prove the car's eligibility.

## 5.2. General Description

**5.2.1.** The Northern Saloon & Sports Car Championship is for Competitors participating in vehicles in the following classes.

- **Class A1** Saloon & Sports Cars with an engine capacity over 2000cc
- **Class A2** Saloon & Sports Cars with an engine capacity up to and including 2000cc
- **Class B1** Saloon & Sports Cars (treaded tyres) with an engine capacity over 2900cc
- **Class B2** Saloon & Sports Cars (treaded tyres) with an engine capacity over 2000cc up to and including 2900cc
- **Class C** Saloon & Sports Cars (treaded tyres) with an engine capacity over 1600cc up to and including 2000cc
- **Class D** Saloon & Sports Cars (treaded tyres) with an engine capacity up to and including 1600cc
- **Class E1** Kit cars unlimited capacity & modifications Car derived engines
- **Class E2** Kit cars Motorbike Engine.
- **Class H Deleted**

**5.2.2.** Classes of less than 4 registered cars may be amalgamated.

**5.2.3.** The car determines the class in which the driver is classified as a starter and if applicable, eligible for Championship points.

**5.2.4.** Vehicles that do not comply with the class regulations but comply with specific MSA registered championship will run in the relevant subdivision of Class A depending on engine capacity (including any penalty as per 5.6).4

**5.2.5.** The Regulations for :-

SALOONS AND SPORTS CARS (Classes A1 & A2) are detailed in [Section 5.A](#)

SALOONS AND SPORTS CARS ( Classes B1,B2,C & D) are detailed in [Section 5.B](#)

KIT CARS (Classes E1&E2) are detailed in [Section 5.C](#)



### 5.3. Safety Requirements

All cars **MUST** comply with [section \(K\)](#) Competitor Safety of [current MSA Yearbook](#).

#### 5.3.1. Roll-over Protection Systems

All cars must be fitted with a roll cage that complies with [section \(K\)](#) of the current MSA Regulations in particular, it is mandatory for all cars to fit ROPS complying with [MSA Regulation K1.6.1.](#) to [drawing number\(s\) 3,4,5 or 6+](#) side impact protection of [K \(g\) \(h\)](#).

#### 5.3.2. Driver's Seat

Must comply with [MSA Regulations K.2.2.](#)

#### 5.3.3. Head Restraint

The fitting of a head restraint as per [MSA Regulations K13](#) is mandatory.

#### 5.3.4. Fire Extinguishers

Must comply with [MSA Regulations K3.1.2.a\)](#) A medium capacity plumbed in unit for discharge into the cockpit and engine compartment as defined in [MSA Regulations K3.1.2.](#) And Appendix 1 (tables and drawings) Table K3 of the current MSA Yearbook is the minimum requirement.

#### 5.3.5. Red Warning Lights

Must be fitted as per [MSA Regulations K5.1 & K5.2](#)

#### 5.3.6. Tank Fillers & Caps

Must not protrude beyond the bodywork or be situated within the driver/passenger compartment. The caps must have an efficient locking action to reduce the risk of opening during an accident and to ensure closing after refuelling as per [MSA Regulations K6.](#)

#### 5.3.7. External Circuit Breaker

An ignition cut-off master switch/ circuit breaker must be installed and its position indicated as [MSA Regulations k8.5](#) the **ON/OFF** position must be clearly marked.

#### 5.3.8. Overalls

Clean Flame-Resistant overalls, must be worn to cover from ankle to wrist to neck as per [MSA Regulations K9.1 & K9.3.](#)

#### 5.3.9. Crash Helmets

Crash Helmets bearing a MSA approval sticker must be worn at all times during training, practice or competition as per [MSA Regulations K10.1](#)

#### 5.3.10. Goggles & Visors

A driver shall throughout the competition wear properly fasten and positioned goggles or visors. It must be of splinter-proof material (unless in a closed car with a full size windscreen in use) Sufficient to protect his eyes as per [MSA Regulation K11](#)

#### 5.3.11. Flame Resistant Gloves & Shoes

Flame resistant gloves and shoes are mandatory as per [MSA Regulations K14.3](#)

#### 5.3.12. Frontal Head Restraints

Frontal Head Restraints are mandatory & must comply with [MSA Regulations K10.4 & Q10.1 \(e\)](#)

### 5.4. General Technical Requirements & Exceptions

#### 5.4.1. Arm Restraints

In all open vehicles the use of arm restraints is mandatory. Steering Wheel is unrestricted, but must comply with [MSA Regulations J5.7](#)

- 5.4.2. Transaxles and sequential gearboxes are permitted** with the exception of classes B, C, D & D which must utilise an “H” pattern gear change unless fitted as original equipment/option by the manufacturer of that specific model. **However in the case of a competitor with driving disabilities, sequential gearboxes are permitted in classes B,C,& D if they are required as an adaptation for a competitor with driving disabilities refer to [MSA Regulation J5.1.1](#) subject to obtaining a waiver from the Championship Committee**

## 5.5. Chassis

### 5.5.1. Driver Egress

The driver must be able to exit the car unimpeded from both the driver and passenger side of the vehicle.

### 5.5.2. Driver's Seat

The driver's seat must be completely to one side of the longitudinal centre line of the car.

### 5.5.3. Towing Eyes

There must be substantial towing eyes securely fixed to the main structure of the vehicle. Towing eyes must have a minimum internal diameter of 60mm (note the towing eye may be of either a suitable rigid, webbed or wire material bolted to the chassis) It must be clearly marked and be accessible even if the car is in a gravel bed. It should be painted in a contrasting colour (Day-Glo Red, Orange or Yellow) as per [MSA Regulations Q19.1.,,3](#)

## 5.6. Bodywork

### 5.6.1. Modifications Permitted

#### 5.6.1.1. General

##### (a) Windscreens MUST

Windscreens must be either laminated safety glass or a polycarbonate material. (minimum windscreens fitted to the same dimensions and locations on the original car. **Perspex may not be used.**

##### (b) Sports Car Windscreens

Sports car windscreens are optional but when removed the fitting of an aero screen is mandatory this must be of either laminated safety glass or polycarbonate Perspex may not be used.

#### 5.6.1.2. Interior

##### (a) Cockpit Ventilation

Competitors are reminded that it is necessary to be able to ventilate the passenger compartment as per [MSA Regulations J5.2.9](#)

##### (b) Trim

Trim, carpets, insulation linings and passenger seats can be removed.

#### 5.6.1.3. Exterior

##### (a) Aerodynamic Devices

Must comply with [MSA Regulations J5.2.7](#)

##### (b) Front Spoilers

Must be entirely below the wheel centres.

**(c) Forward facing air Intakes**

Forward facing air intakes must be fitted with a mesh of no more than 10mm holes.

**(d) Headlight/Forward facing Lights**

Headlights/forward facing lights may be removed but the aperture must be covered by either a solid metal or plastic cover or by mesh of no more than 10mm hole.

**5.6.1.4. Silhouette**

**(a) Air Intakes**

Air intakes fitted to the bonnet must not break the silhouette of the original bonnet by more than 100mm.

**(b) Roof Vents**

Standard roof vents as fitted by the vehicle manufacturer are permitted. On cars not having a Manufacturers Original Equipment roof vent it is permitted to install one in the roof of the car for ventilation purposes only the following conditions:

- Maximum height of vent 100mm
- Maximum width of the opening 800mm
- Maximum area of aperture 25000mm<sup>2</sup>

**(c) 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 cove, boot lid/rear deck.

**5.6.1.5. Ground Clearance**

Ground clearance all cars must comply with [MSA Regulations Q19.1.2](#). All cars must pass a simple ground clearance test to show a minimum of 40mm at all times during every event, including when the driver is seated stationary in the car, with fuel and fluids ready to race. Testing for compliance may take place at any time during any meeting.

**5.6.2. Modifications Prohibited**

**5.6.2.1. General**

**5.6.2.2. Interior**

Nothing should be located inside the cockpit that could compromise the extraction of the driver through either front door in the event of an accident.

**5.6.2.3. Exterior**

No part of the engine cover or luggage compartment cover may be lowered.

**5.6.2.4. Silhouette**

**5.6.2.5. Ground Clearance**

**5.7. Engines**

**5.7.1. Permitted Modifications**

- (a) Engines overbore** :- Engines maybe rebored up to a maximum of +0.060" without changing class even if the capacity exceeds the upper limit by the rebore. Where a competitor wishes to exceed the permitted overbore of +0.060" and this raises the engine's capacity above the class limit, the car will be moved to the higher capacity class.<sup>2</sup>

**(b) Engine capacity coefficient will be applied as follows:-**

- Forced induction engines will be subject to a 70% increase in capacity and will be classed accordingly.
- Rotary engines will be subject to a 40% increase in capacity and will be classed accordingly.
- Diesel engines must be CO efficient.

**(c) Engine Changes**

Engine change is permitted: however classes B1,B2, C,& D must utilise an engine from the original marque of car. (EG A Seat (VAG group) car can be fitted with any engine, within the class engine capacity limits, from another Seat Model but not from Audi or VW or other VAG manufacturer unless the engine has been available in a Seat Model).

**(d) Engine Checks**

The organisers retain the right to instruct the Eligibility Scrutineer to seal and check engines. The Championship will carry the Scrutineer's cost but the dismantling and reassembly will be at the competitor's expense.

**5.7.2. Prohibited Modifications**

Twin engine configurations are prohibited

**5.7.3. Location**

Engines must be located as originally manufactured in classes B,C & D

**5.7.4. Oil / Water Cooling**

Water radiators/oil coolers are not permitted outside the bodywork

**5.7.5. Induction Systems**

Induction systems are free but capacity coefficients 5.7.1 b above will be applied

**5.7.6. Exhaust Systems**

Exhaust systems are free but must comply with MSA Regulations J5.16 & J5.17

**5.7.7. Ignition Systems**

Ignition systems are free

**5.7.8. Fuel Delivery Systems**

Fuel delivery systems are free but must comply with MSA Regulations 5.2.1 & J5.13

**5.8. Suspensions**

**5.8.1. Permitted Modifications**

Suspension is free but must comply with [MSA Regulation J5.5.1, J5.5.2, J5.5.3](#)

**5.8.2. Prohibited Modifications**

**5.8.3. Wheelbase / Track**

**5.9. Transmissions**

**5.9.1. Permitted Modifications**

Refer to 5.4.2

**5.9.2. Prohibited Modifications**

Are not permitted in classes B,C,& D refer to 5.4.2 (including sequential gear boxes)

**5.9.3. Transmission and Drive Ratios**

**(a) Transmission and final drive ratios are free**

**(b) Reverse Gear**

All vehicles must be fitted with a reverse gear capable of moving the vehicle in a rearwards direction see [MSA Regulations J.5.11.2](#)

## 5.10. Electrics

### 5.10.1. Exterior Lighting

(a) May be removed subject to 5.6.1.3 (d) above

### (b) Brake Lights

All cars must be fitted with working brake lights as per [MSA Regulation Q19.11.3](#)

### 5.10.2. Rear Fog Light

Must be fitted as per [MSA Regulation K5.1 & K5.2](#)

### 5.10.3. Batteries

Must be fitted as per [MSA Regulation J5.14](#)

### 5.10.4. Generators

If fitted must be fitted as per [MSA Regulation J5.14](#) and in working order.

## 5.11. Brakes

### 5.11.1. Permitted Modifications

Brakes are unrestricted, but must comply with [MSA Regulation J5.6.1, J5.6.2 & Q19.5](#)

### 5.11.2. Prohibited Modifications

## 5.12. Wheels / Steering

### 5.12.1. Permitted Options

Road wheels are free but must comply with [MSA Regulation J5.8.2 & Q19.7.2](#)

### 5.12.2. Prohibited Options

### 5.12.3. Construction & Materials

Road wheel construction & materials are free

### 5.12.4. Dimensions

Dimensions are free

## 5.13. Tyres

### 5.13.1. Specification

Tyres if treaded, must have no less than 1.6mm of tread remaining at the start of ANY QUALIFYING SESSION OR RACE as per [MSA Regulation J5.9](#)

**Classes A1 & A2** Tyres are unrestricted; slicks are permitted, but must comply with [MSA Regulation J5.9](#)

**Classes B1, B2, C, D, E1, E2** tyres must be as per list 1a, 1b & 1C of the [current MSA Yearbook](#)

Cars running to Mini Miglia regulations may use tyres approved by Mini Miglia championship size cut with a road legal tread pattern.

**Class H Tyres - Deleted**

### 5.13.2. Nominated Manufacturers

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

## 5.14. Weights

**5.14.1.** Weights are free but cars may be weighed for information purposes.

## 5.15. Fuel Tank / Fuel

### 5.15.1. Types

Fuel tank construction is free

### 5.15.2. Location

Fuel tank location is free but it must conform to [MSA Regulations J.5.2.1, K14.1.2 & Q19.10](#)

### 5.15.3. Fuel

- (a) Only pump fuel as per [MSA Regulations J5.13.4](#) can be used.
- (b) Fuel Additives: The use of power boosting additives by competitors in any fuel prohibited.
- (c) At the end of practice/qualifying and the races at least 3 litres of fuel from the tank of the competing car must be available to the Scrutineers for analysis.

## 5.16. Silencing

### 5.16.1. Specification

- (a) All vehicles must comply with the maximum decibel level as laid down in the [MSA Regulations J5.16. & J5.17](#)
- (b) Maximum permissible noise limits are stated in the MSA Regulations section J Chart 5.18 “**Maximum Noise Limits**” or the level stated in the SRs for the event.

## 5.17. Numbers and Championship Decals

### 5.17.1. Positions

- (a) Numbers to be displayed as per [MSA Regulation J.4.1.8 & J.4.1](#)
- (b) Race numbers to be displayed on windscreen opposite side to driver’s Seat in any enclosed saloon or sports car as per [MSA regulation Q11.4.2](#)

### 5.17.2. Suppliers

The Championship will provide decals which must be carried on all vehicles and displayed where instructed by the Championship Co-ordinator.

**5.17.3.** Your Championship Registration Number will be your competition number for the season and must be displayed in the accordance with J4 in the current MSA yearbook

**5.17.4.** Vehicles will be checked for compliance and those not displaying the decals in the appropriate position may not be awarded Championship points for that event.

## 5A. Classes A1 & A2 Saloon & Sports Cars

**5A.1 Introduction** – See 5.5.1

### 5A.2 General Description

Saloon & Sports Cars visually based on cars produced for road use

**Class A1** Saloon & Sports Cars with an engine capacity over 2000cc (including any penalty as per 5.7.1 (b))

**Class A2** Saloon & Sports Cars with engine capacity up to and including 2000cc (including any penalty as per 5.7.1(b))

**5A.3 Safety Requirements** – See 5.3

**5A.4 General Technical Requirements & Exceptions** – See 5.4

**5A.5 Chassis** – See 5.5

### 5A.6 Bodywork

#### 5A.6.1 Modifications permitted (including aerodynamics)

- (a) ;The material of the bodywork may be changed as long as the original shape and structural strength is maintained.

- (b) Rear spoilers are permitted within the overall plan periphery of the engine / luggage compartment lid.
- (c) Rear aerofoils are permitted maximum width must not exceed the width of the car measured over the rear wheel arches. Overhang must not extend beyond the original bodywork by more than 100mm. Height must not exceed the maximum height of the roof.
- (d) Saloon & Sports Cars retaining the silhouette of the original road car 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.
- (e) No part of the engine cover or luggage compartment cover may be lowered.
- (f) On front engine cars the engine, engine cover and its ancillaries must not be more than 100mm above the highest point of the original bonnet.
- (g) On rear engine cars the engine, engine cover and its ancillaries must not extend above the level of the bottom of the rear window of the original car at its centre point.

**5A.6.2** – See 5.6

**5A.7 Engine** – See 5.7

**5A.8 Suspension** – See 5.8

**5A.9 Transmission** – See 5.9

**5A.10 Electrics** – See 5.10

**5A.11 Brakes** – See 5.11

**5A.12 Wheels** – See 5.12

**5A.13 Tyres** – See 5.13

**5A.14 Weights** – See 5.14

**5A.15 Fuel Tank / Fuel** – See 5.15

**5A.16 Silencing** – See 5.16

**5A.17 Numbering and Championship Decals** – See 5.17

## 5B. Classes B1, B2, C, & D

**5B.1 Introduction** – See 5.1

**5B.2 General Description**

Vehicles originally designed for road use by volume manufacturers, retaining the original chassis & silhouette. 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 Championship Co-ordinator and/or Eligibility scrutineer to prove the car's eligibility.

**Class B1** - Saloon & Sports Cars (treaded tyres) with an engine capacity over 2900cc (including any penalty as per 5.4.3.).

**Class B2** - Saloon & Sports Cars (treaded tyres) with an engine capacity over 2000cc up to and including 2900cc (including any penalty as per 5.4.3.).

**Class C** - Saloon & Sports Cars (treaded tyres) with an engine capacity over 1600cc up to and including 2000cc (including any penalty as per 5.4.3.).

**Class D** - Saloon & Sports Cars (treaded tyres) with an engine capacity up to and including 1600cc (including any penalty as 5.4.3.).

**5B.3 Safety Requirements** – See 5.3

**5B.4 General Technical Requirements & Exceptions** – See 5.4

**5B.5 Chassis** – See 5.5

**5B.6 Bodywork**



### **5B.6.1 Modifications Permitted (including aerodynamics)**

- (a) All body panels must be in the original material with the exception of bonnet, boot lid / tailgate, wheel arches
- (b) Saloon and Sports Cars retaining 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.
- (c) **Rear spoilers/aerofoils:** Aerodynamic rear wings may **not** be fitted with the exception of series production items complying with National type approval for that specific vehicle

**5B.6.2** – See 5.6

**5B.7 Engine** – See 5.7

**5B.8 Suspension** – See 5.8

**5B.9 Transmission** – See 5.9

**5B.10 Electrics** – See 5.10

**5B.11 Brakes** – See 5.11

**5B.12 Wheels / Steering** – See 5.12

**5B.13 Tyres** – See 5.13

**5B.14 Weights** – See 5.14

**5B.15 Fuel Tank / Fuel** – See 5.15

**5B.16 Silencing** – See 5.16

**5B.17 Numbers and Championship Decals** – See 5.17

## **5C. Class E**

**5C.1 Introduction** – See 5.1

**5C.2 General Description**

Kit Cars including vehicles from low volume manufacturers originally created for road use, split into 2 classes as below. 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 Championship Co-ordinator and/or Eligibility scrutineer to prove the car's eligibility.

**Class E1:** Engines must be from a Production Car, of unlimited capacity and modifications.

**Class E2:** Engines, single engines only, must be from a Production Motorcycle, of unlimited capacity and modifications.

**5C.3 Safety Requirements** – See 5.3

**5C.4 General Technical Requirements & Exceptions** – See 5.4

**5C.5 Chassis** – See 5.5

**5C.6 Bodywork** – See 5.6

**5C.7 Engine** – See 5.7

**5C.8 Suspension** – See 5.8

**5C.9 Transmission** – See 5.9

**5C.10 Electrics** – See 5.10

**5C.11 Brakes** – See 5.11

**5C.12 Wheels / Steering** – See 5.12

**5C.13 Tyres** – See 5.13

**5C.14 Weights** – See 5.14

**5C.15 Fuel Tank / Fuel** – See 5.15

**5C.16 Silencing** – See 5.16

**5C.17 Numbers and Championship Decals** – See 5.17

## 6. Appendices

The following Commercial Undertakings are not subject to the judicial procedures of either the Championship Stewards and/or the MSA/MSC.

### 6.1. Race Organising Clubs & Contacts:

D&DMC  
2 Geltsdale  
Acklam  
Middlesbrough  
TS5 8TF

BARC  
Thruxton Circuit  
Andover  
Hants  
SP11 8PN  
01264 882200

BRSCC  
Holmesdale Business Centre  
Platt Industrial Estate  
Maidstone Road  
Borough Green  
Kent  
TN15 8JL  
01732 780100

Motorsport Vision Racing  
Brands Hatch  
Fawkham  
Longfield  
Kent  
DA3 8NG  
01474 875263

Auto 66  
Circuit Office,  
Oliver's Mount,  
Scarborough,  
North Yorkshire,  
YO11 2YW  
01723 373000