



# The Northern Saloon & Sports Car Championship

2010



Paul Moss Citroen Saxo 1.6 2009 CHAMPION

## **NORTHERN SALOON & SPORTS CAR CHAMPIONSHIP 2010**

### **1. Sporting Regulations.**

#### 1.1 Title and Jurisdiction

The Northern Saloon & Sports Car Championship is organised and administered by Darlington & District Motor Club Limited 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 CHR2010/093

MSA Championship Grade D

#### **1.2 Officials**

|                    |                |   |
|--------------------|----------------|---|
| 1.2.1 Co-ordinator | Lesley Starkey | 77 Elizabeth Way<br>Seaton Carew<br>Hartlepool<br>TS25 2AY<br>01429869407 |
|--------------------|----------------|---|

|                              |              |   |
|------------------------------|--------------|---|
| 1.2.2 Eligibility Scrutineer | Peter Elliot | 147 Toft Hill<br>Bishop Auckland<br>Co Durham<br>DL14 0JB<br>01388 833778 |
|------------------------------|--------------|---|

|                             |                                  |  |
|-----------------------------|----------------------------------|--|
| 1.2.3 Championship Stewards | D Lea<br>R Matthews<br>P Griffin |  |
|-----------------------------|----------------------------------|--|

#### **1.3 Competitor Eligibility**

1.3.1 Entrants must be fully paid up valid membership card holding members of the DDMC Ltd and in possession of a valid 2010 Entrants Licence.

1.3.2 **Drivers and Entrant/Drivers must be fully paid up valid membership card holding members of the DDMC Ltd**, be registered for the Championship and be in possession of a valid MSA Competition (Racing) National B Licence (or higher).

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

#### **1.4 Registration**

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 entries for the first round being entered.

1.4.2 **The Registration fee (including DDMC annual membership) is £115 - made payable to DDMC Ltd.**

1.4.3 Registrations will be accepted from 1st January 2010 until the closing date prior to the last round of the Championship.

1.4.4 Registration numbers will be the permanent Competition Numbers for the Championship.

1.4.5 Guest competitors will be charged £25 for each event in which they compete but will not be eligible for Championship points. Competitors must provide their own transponder and advise the Co-ordinator of the number.

## 1.5 Championship Rounds

The Northern Saloon & Sports Car Championship will be contested over a maximum of 14 rounds as follows:

| Date                          | Organising Club | Circuit      |
|-------------------------------|-----------------|--------------|
| ALL EVENTS ARE DOUBLE HEADERS |                 |              |
| 17 / 18 April                 | BARC            | Croft        |
| 8 / 9 May                     | DDMC            | Croft        |
| 3 / 4 July                    | BARC            | Croft        |
| 25 July                       | SMRC            | Knockhill    |
| 1 <sup>st</sup> Aug           | BARC            | Mallory Park |
| 21/22 August                  | MSVR            | Cadwell Park |
| 25 / 26 September             | DDMC            | 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'. The number of starters will include all registered drivers.

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 Q3.4 of the 2010 MSA Yearbook.

1.6.4 Drivers may score points in different classes but they may not add points scored in different classes together to determine their final Championship points and position.

## 1.7 Awards (Registered Competitors only)

1.7.1 All event awards will be provided by Darlington DMC Ltd.

1.7.2 At each round: awards to 1st in Class, 2<sup>nd</sup> in class (subject to 4 starters), 3<sup>rd</sup> in class (subject to 6 starters). A special award will be presented to a competitor achieving their first outright race win. Competitors, or their representatives, should be present at the award presentation, the time and location of which will be circulated by the Co-ordinator at each event.

1.7.3 At the end of season awards: Trophy to 1st overall  
Trophies to 1<sup>st</sup>, 2<sup>nd</sup> & 3rd in each class. Other awards may be added.

1.7.4 The Championship trophies will be presented at the Annual Darlington & DMC Ltd Dinner Dance.

1.7.5 Event organisers may, at their discretion, provide awards covering non-registered competitors to comply with the event regulations.

#### 1.7.6 Entertainment Tax Liability

In accordance with current government legislation, the Darlington & District Motor Club Ltd. is legally obliged to withhold tax at the basic rate on all payments to non-UK resident 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, the Darlington & District Motor Club Ltd. is required to deduct tax at the current rate applicable from any such payments they make to non-UK residents. Under certain 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, Centre for Non-Residents, St John's House, Merton Road, Merseyside, L69 9BB, Tel: 0151 472 6488 F 0151 472 6483.

#### 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 DDMC in good condition within 7 days.

## **2. Sporting Regulations - Judicial procedures**

2.1 Rounds: In accordance with Section C of the 2010 MSA Yearbook.

2.2 Series: In accordance with Section C of the 2010 MSA Yearbook.

## **3 Sporting Regulations - Championship Race Meetings and 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 entry closing dates as specified by each individual Organising Club.

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 to the Secretary of the Meeting in writing. If Driver/Vehicle changes are to be 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 The entry fee for each round will be determined by the Organising Club.

3.1.5 In the event of any rounds being oversubscribed the Organising Club, in liaison with the Co-ordinator, may at their discretion run Qualification Races. For Qualification Race Procedures see 3.13 of these Regulations.

3.1.6 Reserves are to be nominated on the Final List of Entries published with Final Instructions or Amendment Sheet Bulletins. Championship registered competitors will take priority up to the closing date. 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 Sheets and prior to the cars being collected in the Official Assembly Area, they will be placed at the rear of the grid and be started without a time delay. Otherwise, they will be held in the pit lane and be released to start 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.

### **3.2 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**

#### **Q4.5 applies.**

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

### **3.4 Qualification**

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 Q4.5.3. 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 Q4.5.3. At Double Header events (see 1.5), the grid for the second race will be based on the second quickest qualifying lap.

### **3.5 Races**

Each race will be of a minimum of 15 minutes plus 1 lap and a maximum of 20 minutes plus 1 lap. Should any race duration be reduced at the discretion of the Clerk of the Course or the Stewards of the Meeting it shall still count as a full points scoring round.

### **3.6 Starts**

3.6.1 All race start countdowns involving class A cars 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 in the formation as specified on the Track Licence for each circuit. Where the grid does not contain Class A cars and the Assembly Lap consists of at least 90% of a lap of the circuit, then there is no requirement for a Green Flag lap as long as every competitor has been notified of the Starting Procedure.

3.6.2 Where a Green Flag lap is to be run then the minimum Countdown procedures/ audible warnings sequence shall be:

Standing Start

1 minute to start of Green Flag Lap - Start Engines / clear grid  
30 seconds - Visible and Audible warning of start 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 the pits on the 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.

3.6.5 Any drivers unable to start the Green Flag Lap or start are required to indicate their situation as per MSA Regulation Q12.13.2 and any drivers 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.

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 of the National Flag.

### 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 Startline and RED FLAGS will be displayed at the Startline 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 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 **Case B – More than two laps completed by Race Leader but less than 75%.**

The Race will restart from a grid set out by the finishing order of part one. (as per Q5.4.3). The result of the race will be the finishing order at the end of part two. The length of the restarted race will be determined by the Clerk of the Course.

3.7.4 If the leader has completed more than 75% of the race distance or duration it shall not be restarted and the results will be declared in accordance with MSA Regulation G23, unless the Clerk of the Course, in consultation with the Stewards deem it appropriate to resart the race.

### 3.8 Re-Scrutiny

All vehicles 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 & 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 Q13 Regulations, Circuit Management Regulations and the SR's 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 the 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 all vehicles are released by Scrutineers after Post Practice / Race Scrutineering and / or completion of any Judicial or Technical Procedures.

### 3.12 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 will not be timed until the defect has been fully rectified or a replacement transponder has been obtained for the duration of the meeting.

Any competitor starting practice using a transponder allocated to another competitor will not be timed until the Secretary of the Meeting has been fully informed in writing of all changes of competitor, class, car etc.

It is 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 or SMART Timekeeping (01896 752447)

## **Approved Transponders**

### **Transponders 2010**

Prior to an event, all cars **MUST** be fitted with a working AMB TranX260 or, in approved cases, an 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 a non-working transponders already fitted to cars

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

#### **For cars with a reliable 12 volt 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 meter, high temperature and oil resistant cable for connection to a 12 volt supply, preferable though 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 recharged in the charged 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 required to be transferred quickly from 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.

### **3.13 Qualification Races**

Should the volume of entries and the time permit, Race Organisers may, at the discretion of the Clerk of the Course, split the race into classes following consultation with the Co-ordinator. Should the entry not permit a sensible split, the Clerk of the Course may run a qualification race. The fastest 8 cars in practice will automatically progress to the Championship race with the remaining cars racing for the remaining places.



Where a qualification race is run, the competitors who progress from the qualification race will take up their grid positions in the order of finishing the qualification race. The Qualification Race will not count for Championship Points.

#### **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 C3.3

###### **4.1.2 Arising from post race Scrutineering or Judicial Action:**

Minimum Penalty: The provisions of MSA Regulations C3.5.1.(a),(b),(c).

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 .

###### **4.1.3 Additional specific championship penalties:**

Any competitor having been the subject of a penalty under MSA Regulation C3.5.1 will lose any points accrued at that meeting and will count that meeting for championship points and if found to have infringed the Regulations for a second time will be excluded from the Championship.

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

As per 2010 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.

##### **5.2 The Northern Saloon & Sports Car Championship is for Competitors participating in cars in the following classes:**

|          |   |
|----------|---|
| Class A1 | Saloon & Sports Cars over 2500cc                          |
| Class A2 | Saloon and Sports Cars up to 2500cc                       |
| Class B  | Saloon & Sports Cars (treaded tyres) over 2000cc          |
| Class C  | Saloon & Sports Cars (treaded tyres) 1601cc - 2000cc      |
| Class D  | Saloon & Sports Cars (treaded tyres) up to 1600cc         |
| Class E  | Kit Cars  |
| Class H  | Saloons & Sports Cars originally manufactured before 1974 |

Classes of less than 4 registered cars may be amalgamated.

##### **5.3 Safety Requirements**

The following articles of MSA Section K Safety Criteria Regulations will apply: Cars must comply with Safety Criteria Section K Vehicle Categories Covered, K2.1.2, K3.1.2.(a), K6, K8,K9,K10,K11,K12,K13.

The above must be treated as a minimum standard.

##### **5.4 General Technical Requirements**

In order to allow as varied a selection of cars to compete, the Technical Requirements will be kept as simple as possible but will be subject to MSA Regulation Q.

- **All cars must be fitted with a transponder.**
- **It is highly recommended that competitors in open cars use arm restraints.**

### **5.5 Chassis and Bodywork**

**Class A (1):** Saloon & Sports Cars, visually based on cars produced for road use and retaining the silhouette with an engine capacity exceeding 2500cc (including any penalty as per 5.6 below).

- 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.
- The material of the bodywork may be changed as long as original structural strength and shape is maintained.
- No part of the engine cover or luggage compartment may be lowered.
- A front spoiler is permitted. Width must not exceed the width of the car across the front wheel arches. Length must not extend beyond the original bodywork by more than 30cm. The spoiler must be entirely below the wheel centres.
- Rear spoilers are permitted within the overall plan periphery of the engine cover / luggage compartment lid.
- A 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 in height half the vertical height of the original rear window fitted to the vehicle, measured at the centre of the original window.
- On rear engined cars the engine, engine cover and ancillaries must not extend above the level of the bottom of the rear window of the original car at its centre point.
- On front engined cars the engine, engine cover and its ancillaries must not be more than 10cm above the highest point of the original bonnet.
- Rear aerofoils, maximum length 20% of wheelbase. Maximum width must not exceed the width of the car measured across the rear wheel arches.
- Overhang must not extend beyond the original bodywork by more than 40cm. Height must not exceed the maximum height of the roof.
- Oil coolers or water radiators are not permitted outside the bodywork.
- Headlights 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.
- Windscreens must be the same width as that of the original vehicle.

**Class A (2):** Saloons & Sports Cars visually based on cars produced for road use and retaining the silhouette with a capacity not exceeding 2500cc (including any penalty as per 5.6 below).

- 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.
- The material of the bodywork may be changed as long as original structural strength and shape is maintained.
- No part of the engine cover or luggage compartment may be lowered.
- A front spoiler is permitted. Width must not exceed the width of the car across the front wheel arches. Length must not extend beyond the original bodywork by more than 30cm. The spoiler must be entirely below the wheel centres.

- Rear spoilers are permitted within the overall plan periphery of the engine cover / luggage compartment lid.
- A 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 in height half the vertical height of the original rear window fitted to the vehicle, measured at the centre of the original window.
- On rear engined cars the engine, engine cover and ancillaries must not extend above the level of the bottom of the rear window of the original car at its centre point.
- On front engined cars the engine, engine cover and its ancillaries must not be more than 10cm above the highest point of the original bonnet.
- Rear aerofoils, maximum length 20% of wheelbase. Maximum width must not exceed the width of the car measured across the rear wheel arches.
- Overhang must not extend beyond the original bodywork by more than 40cm. Height must not exceed the maximum height of the roof.
- Oil coolers or water radiators are not permitted outside the bodywork.
- Headlights 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.
- Windscreens must be the same width as that of the original vehicle.

**Classes B, C & D** Saloons & Sports Cars based on cars produced for road use and retaining the original chassis & silhouette.

- Any air intake fitted to the bonnet must not break the silhouette by more than 10cm.
- Aerodynamic wings may not be fitted with the exception of homologated or series production items for that specific vehicle.
- A front spoiler may be fitted but the width must not exceed the width of the car across the front wheel arches and must not project more than 150mm beyond the original bodywork. The spoiler must be entirely below the wheel centres.
- All body panels must be in the original material with the exception of the bonnet, boot lid / tailgate, wheel arches, front wings and doors.
- The windscreen must remain in laminated glass.
- The remaining glass may be replaced with polycarbonate of minimum 4mm thickness. Perspex may not be used.
- Competitors are reminded that it is necessary to be able to ventilate the passenger compartment.
- Headlights 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.

**Class E (1)** Vehicles created by low volume manufacturers and listed in Appendix 6.3.

- Tyres must be as per list 1a or list 1b of the MSA Yearbook 2010.
- Engines must be from a Production Car, of unlimited capacity and modifications.
- Vehicles may not be fitted with aerodynamic devices unless available as a designated optional extra by the manufacturer.
- Windscreens are optional but when removed, the fitting of an aero-screen is highly recommended.

**Class E (2):** Vehicles created by low volume manufacturers and listed in Appendix 6.3

- Tyres must be as per list 1a or list 1b of the MSA Yearbook 2010.
- Engines must be from a Production Motorcycle, of unlimited capacity and modifications.
- Single engines only.
- Vehicles may not be fitted with aerodynamic devices unless available as a designated optional extra by the manufacturer.
- Windscreens are optional but when removed, the fitting of an aero-screen is highly recommended.

### **Class E (3)**

Vehicles created by low volume manufacturers and listed in Appendix 6.3.

- Tyres must be as per list 1a or list 1b of the MSA Yearbook 2010.
- Cylinder head and engine block must be from the same manufactured engine type.

#### **The following engine size and modifications are permitted:**

Engines up to 3651cc: 2 valves per cylinder, original inlet manifold and carburettors with 2 chokes maximum, standard crank and rods, otherwise free internal modifications. One camshaft per bank. Inlet manifold may be modified by removal of material to accommodate larger carburettors.

Ford Zetec 1800cc engines: twin side draught carburettors up to a maximum of 45 DCOE carburettors with 34mm chokes maximum, no internal modifications including cylinder head.

Engines up to 1700cc: 2 valves per cylinder, One camshaft per bank of cylinders, twin side draught carburettors up to a maximum of 45 DCOE carburettors with 34mm chokes maximum, standard crank and rods, otherwise free internal modifications.  
Engines up to 1600cc: 4 valves per cylinder, twin side draught carburettors up to a maximum of 45 DCOE carburettors with 34 mm chokes maximum, standard crank and rods, otherwise free internal modifications.

- Engines may be dry sumped.
- Must be fitted with a gearbox with a maximum of five forward speeds using a 'gate' pattern.
- No alterations may be made to the chassis or bulkhead.
- No bolt-on aerodynamic devices are allowed.
- Aeroscreens are permitted.
- Front lights may be removed.
- An LSD is permitted.

### **Class H**

Saloons & Sports Cars originally manufactured before 1974 running on either List 1b or a recognised historic race tyre.

#### **All Classes**

Vehicles that do not comply with the class regulations above but comply with a specific MSA registered championship will run in the relevant subdivision of class A depending on engine capacity (including any penalty as per 5.6 below). Headlights and forward facing indicators are optional but where removed, the headlight aperture must be blanked off with either a metal or plastic cover or mesh of no more than 10mm hole.

### **5.6 Engine**

Modifications are free with the exception of Class E (3), however classes B, C & D must utilise a car derived engine from the original marque.

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.

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. Where practical, competitors are advised to have engines checked and sealed by an MSA Scrutineer at the time of assembly.

### **5.7 Suspension**

Suspension is free.

### **5.8 Transmissions**

Transmissions are free, excepting class G. All vehicles must be fitted with a reverse gear capable of moving the vehicle in a rearwards direction.

### **5.9 Electrics**

Electrics are free subject to MSA requirements.

### **5.10 Brakes**

The braking system is free.

### **5.11 Wheels and steering**

Wheels and Steering are free.

### **5.12 Tyres**

Class A are free.

All other classes excepting Class H will use tyres from either list 1a or list 1b of the MSA Yearbook 2010. Particular attention is drawn to the correct designation of tyre as detailed in the MSA Yearbook. All tyres likely to be used at an event must be presented to the Eligibility Scrutineer or his representative for marking. Any competitor attending the Assembly Area with tyres fitted that do not carry the correct marking will be prevented from joining the circuit, will be reported to the Clerk of the Course and may have their licence endorsed.

Class H will be permitted to run on a recognised historic tyre approved by the Championship Scrutineer prior to competition.

### **5.13 Fuel**

Only readily available pump fuel must be used as defined in the MSA Yearbook 2010.

### **5.14 Silencing**

All vehicles must comply with the maximum decibel level as laid down in the MSA Yearbook 2010. (J5.16 – J5.17).

### **5.15 Rollcages**

K1.6. applies as written.

### **5.16 Warning Lights**

K4, K5 applies.

### 5.17 Numbers and Championship Decals

Your Championship Registration Number will be your competition number for the season. The Championship will provide decals which must be carried on all vehicles and displayed where instructed by the Championship Co-ordinator. Vehicles will be checked for compliance and those not displaying the decals in the appropriate position will not be awarded Championship points for that event. Please see diagram for positioning.

## 6 APPENDICES

### 6.1 Race Organising Clubs

|                                |   |              |
|--------------------------------|---|--------------|
| British Automobile Racing Club | Thruxton Circuit, Andover, Hants,<br>SP11 8PN     | 01264 882200 |
| Scottish Motor Racing Club     | Birch House, Duncreevie<br>Perthshire PH2 9PD     |              |
| MSVR                           |   |              |
| Darlington & DMC               | 99 Windsor Road, Stockton,<br>Cleveland, TS18 4DZ | 01642 644201 |

### 6.2 Anti-Doping Controls

Competitors are reminded that periodic random testing for alcohol and / or drugs may take place and offenders will be at risk of losing their competition licence.

### 6.3 Approved Kit Cars

|  |                   |
|--|-------------------|
| Autotune Gemini                              | Madgwick Roadster |
| Dax Rush                                     | Quantum Xtreme    |
| Formula 27                                   | Fletcher Hornet   |
| MK Indy                                      | Cyana MX500R      |
| Fisher Fury                                  | Locost            |
| Sylva Phoenix, Stylus, Leader, Striker, Mojo | Procomp LA Gold   |
| Tiger Super 6, Cat                           | Ginetta G27       |
| Caterham 7, Blackbird                        | SSC Stylus        |
| Westfield SE, SEi, SEiGHT, 7,11, Mega        | Robin Hood        |
| Eldon Roadster                               |                   |

**Other models will be considered on application**

### 6.4 NOTES TO ORGANISING CLUBS

Each race will be of a minimum of 15 minutes plus 1 lap and a maximum of 20 minutes plus 1 lap. Should any race duration be reduced at the discretion of the Clerk of the Course or the Stewards of the Meeting it shall still count as a full points scoring round.

### 6.5 Changes of Vehicle

Competitors may only substitute another vehicle up to 30 minutes prior to qualifying (Blue Book D25.1.12). Competitors who are unable to take part in Qualifying may compete in the race, if eligible, but will start from the rear of the grid. Drivers will only be permitted to race the vehicle qualified.