

2008 Welsh Sports & Saloon Car Championship

Race Championship Sporting and Technical Regulations

	Index
	Section 1
	Sporting Regulations - General
	Section 2
	Sporting Regulations - Judicial Procedures
	Section 3
	Sporting Regulations
	Championship Race Meetings and Race Procedures
	Section 4
	Championship Race Penalties
	Section 5
	Technical Regulations
	Section 6
	Appendices - Contacts

1. Sporting Regulations – General

1.1 TITLE AND JURISDICTION

The 2008 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: CHR2008/042
MSA Championship Grade: D
Status: **National B**

1.2 OFFICIALS

1.2.1 CO-ORDINATOR Mr. Alan Jenkins
63 Greenwood
Beaufort Road
Newport
NP19 7NR
01633 663920
07753 617087

1.2.2 ELIGIBILITY SCRUTINEER Mr Vincent Brown
32 Heol Eglwys
Cardiff
CF5 2NY
02920 330660

1.2.3 CHAMPONSHIP STEWARDS
Mr Alun Morgan. Mr Phil Davies. Mr Dale Wells

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 a 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 2008 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 served 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 2008 Welsh Sports & Saloon Car Championship will be contested over 21 Rounds as follows (NOTE: all dates to be confirmed). For BARC and BRSCC meetings the format will be 1 qualifying session of 15 minutes and 3 races of 15 minutes plus 1 lap duration.

Round	Date	Circuit	Organising Club	Start
1/2/3	April 19/20	Pembrey	BARC	Rolling
4/5/6	May 10/11	Pembrey	BARC	Standing
7/8/9	June 28/29	Pembrey	BRSCC	Rolling
10/11/12	August 2/3	Anglesey	BARC	Standing
13/14/15	Sep 13/14	Pembrey	BARC	Standing
16/17/18	October 11/12	Pembrey	BARC	Rolling

1.6 SCORING

- 1.6.1 A competitors points total counting towards a Championship position will be calculated as the total no of rounds less 4.
- 1.6.2 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, 5th = 5, 6th = 4, 7th = 3, 8th = 2, 9th = 1 point.
However if there is only 1 starter in any class only half points will be awarded.
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. All registered competitors will receive a joker card which can be played at any race during the season to claim double points for that race. The Joker Card must be handed to the Race Day Co-ordinator 30 minutes prior to the start of the race.
- 1.6.3 Ties will be resolved using the formula in [G11] of the 2008 MSA Yearbook.
- 1.6.4 Advertising: Competitors will be required to carry advertising as supplied to publicise the championship in accordance with [C(a)55] in order to for 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 if there are 4 starters in the class. If there are 6 or more starters in class, 3rd in class will be awarded a Trophy, 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 [C(d)] of the 2008 MSA Yearbook and these regulations.
- 2.2 **Championship:** In accordance with Section [C(d)] of the 2008 MSA Yearbook and these regulations.

3. Sporting Regulations - Championship Race Meetings & 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. For those meetings where one practice session and 3 races are scheduled, drivers sharing cars must remember to allow time for both drivers to practice in the one session, or arrange with the Clerk of the Course to practice 'out of session'. Normal MSA rules will apply to competitors who practice 'out of session'.

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 [G 45]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 [G15 }
- 3.4.2 For those meetings where one practice session and 3 races are scheduled, The grid for race one will be decided by practice times in the normal fashion. The grid for race two shall be the finishing order of race One. The grid for race 3 shall be the finishing order of race two.

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: Dates

Pembrey 10th / 11th May
Anglesey 2nd / 3rd August
Pembrey 13th / 14th September

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 are required to indicate their situation by raising a hand in the air. Any drivers unable to maintain grid positions on the Green Flag/Pace 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 the National Flag.

Rolling Starts: Dates

Pembrey 19th / 20th April
Pembrey 28th / 29th June
Pembrey 16th / 17th August
Pembrey 11th / 12th October

- 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:
- 3.6.10 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 lights are turned off.
- 3.6.11 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited on the grid.
- 3.6.12 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.
- 3.6.13 Any drivers unable start the Green Flag lap or start are required to indicate their situation by raising a hand in the air. 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 but 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.
- 3.6.14 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 MSA Regulation [G23])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 SR's 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 [G23 }

- 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 & 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 Regulation [G 68], 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 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 Procedures, Judicial or Technical.

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 [C(d)36]
- 4.1.2 Arising from post race Scrutineering of Judicial Action
Minimum Penalty: The provisions of MSA Regulations [C(d)39] (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 MSA Regulation [C(d)39] (c).

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

- 4.2.1 As per 2008 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 Road Sports and Saloon Vehicles (as defined by the MSA) according to the classes specified in these regulations. In the spirit of the Championship, and to avoid excessive speed differentials, any car/driver combination in any class with the capability to achieve a lap time at Pembrey of under 60 seconds, in either qualifying or racing, will be required to carry as much performance ballast, appropriately anchored to the car in line with MSA regulations, as required to bring the performance back so the car is lapping in more than 60 seconds.

All cars must comply with MSA General Regulations [C(b)] [C(c)] [G] and any other criteria clarified in writing by the Championship Organisers.

Single seater, open wheel racing cars are specially prohibited.

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 specifically excludes sports racing cars such as Radicals, Jades and similar cars.

Bike engined, "Caterham type" cars are welcome, as are all other Caterham/Westfields, subject to the 60 second a lap Pembrey benchmark limitation driver/car combination referred to in Paragraph 1, 5.2.1 above.

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. To ensure fair competition the organisers reserve the right to re-classify certain individual car and driver combinations.

N.B Cars in all classes using

- Forced Induction shall apply a Capacity multiplying factor of 1.5 : 1.
- Four Wheel Drive shall apply a Capacity multiplying factor of 1.5 : 1.
- All cars must be fitted with an operational reverse gear.

5.2.2 The class structure is as follows:

5.2.2.1 Class A - Modified Saloon & Roadsports up to 1600 cc
Class B - Modified Saloon & Roadsports 1601cc to 2000cc
Class C - Modified Saloon & Roadsports over 2001cc.
Class D - British Touring Cars & Re-Engined Modified Sports and Saloon Cars.

- To ensure fair competition the organisers reserve the right to re-classify certain individual car and driver combinations.
- To ensure fair competition within classes, cars may be required to carry success ballast.
- *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.

5.2.2.2 Marquee Awards. 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 Marquee 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 Marquee 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. 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.

5.2.2.3 Numbers and Championship Decals - Positions

MSA Regulation [C(b)6] applies. Numbers must be clearly displayed on either side of the car and on the bonnet in a position acceptable to the Timekeepers. 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

5.2.2.4 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

Regulations for Classes A, B and C are identical and are only separated by engine capacity and weight criteria. To ensure fair competition the organisers reserve the right to re-classify certain individual car and driver combinations.

5.3.1 CLASS A – Modified Saloons and Roadsports up to 1600cc

Eligibility Details:

All cars must comply with MSA General Regulations. [C(b)] and [C(c)] [G] as well as other criteria clarified in writing by the Championship Organisers.

MSA Regulation [C(b)8f]. 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. Production Cars and Production Kit cars complying with the specific MSA definitions (The Terminology) or each defined category. Any aerodynamic aids used on these cars must comply with 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 [C(c)] 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. To ensure fair competition the organisers reserve the right to re-classify certain individual car and driver combinations.

5.3.1.2 Safety Requirements

All cars must comply with MSA Regulations [C(c)] Safety Criteria some of the more important regulations are clarified below.

Roll Bar - A Roll Bar to [C(c)30] is mandatory.
Head Restraint - The fitting of a Head Restraint to [C(c)103] is mandatory.
Seat Belts - Seat Belts (4 Point) to [C(c)44} and [C(c)45]are minimum.([G125] refers).
Fire Extinguisher - A Fire Extinguisher [C(c)56b]is mandatory.
Battery - The fitting of an External Circuit Breaker to [C(c)75] [G20] is mandatory.
Red Warning Light - The fitting of a Rear Red Warning Light to [C(c)69] is mandatory.
Towing Eyes - The fitting of Towing Eyes front and rear to [G99]are mandatory.

5.3.2

In order to allow older cars to retain the original engine as far as possible, engines may be rebored up to a maximum of 0.060 inches without changing class. The stroke must remain the same. Where a competitors engine exceeds the permitted rebore of 0.060 inches, the car will be reclassified in the next higher capacity class.

General Technical Requirements & Exceptions:

Sports and Saloon Cars 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. In respect of cars from a 'One make' series, the driver should have and forward a copy of the appropriate MSA Technical Regulations for the Championship to which the car was eligible to the Championship Co-ordinator. It is the competitors responsibility to ensure cars comply with the class regulations.

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. 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 and wings are permitted within the overall plan periphery of the original vehicle excluding bumpers.

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 as allowed in 5.3.26 above.

5.3.2.8 **Ground Clearances:** Minimum as specified in MSA Regulation [G98] That is 4cm.

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. In order to allow older cars to retain the original engine as far as possible, engines may

be re-bored up to a maximum of 0.060 inches without changing class. The stroke must remain the same. Where a competitors engine exceeds the permitted rebore of 0.060 inches, the car will be reclassified in the next higher capacity class..

Prohibited Modifications:

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

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

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

5.3.2.13 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.

5.3.2.14 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.

5.3.2.15 Electrics: Electrical generators may be disconnected & removed. Electronic Chips are free to modification from standard.

5.3.2.16 Brakes:

Unrestricted, other than Regulations in MSA Regulation [C(b)12]

5.3.2.17 Wheels/Steering:

Unrestricted, other than Regulations in MSA Regulation [C(b)13] [C(c)14]

5.3.2.18 Tyres: Slicks are permitted for Classes A,B,C & D. MSA Regulation [C(c)15] refer. The use of tyre heating/heat retention devices is prohibited

5.3.2.19 Weights:

Registered Competitors cars will be weighed post race/qualifying at the first opportunity, the weight to include driver, and the weight will be recorded and kept by the Championship Eligibility Scrutineer and the Championship Co-ordinator. Any car/driver combination lapping Pembrey in a lap time of under 60 seconds, as recorded in Practice or Race by the official timekeepers, will be subject to ballast. Such ballast will be on a sliding scale of 5kg, 7.5kg, 10kg, 15kg cumulatively, until such time as the lap time exceeds 60 seconds

5.3.2.20 Fuel Tank/Fuel:

As per MSA Regulation [C(c)19]

Fuel & Fuel Systems will be in accordance with [C(c)19] and Section ' The Terminology' of the MSA Competitors and Officials Yearbook.

Definitions of Petrol, LPG, Diesel, Bio Ethanol and Bio Diesel are as Pump Fuel section of 'The Terminology'.

NOTE: 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 1500 cc normally aspirated engine.)

5.3.2.21 Silencing: As per MSA Regulation [C(b)24]

5.4 CLASS B - Modified Saloons & Roadsports over 1601cc and under 2000cc

Description: The regulations for Class A, B & Class C are identical and are only separated by engine capacity & weight criteria. To ensure fair competition the organisers reserve the right to re-classify certain individual car and driver combinations.

Details: As per Class A

5.5 CLASS C - Modified Saloons & Roadsports over 2001cc

Description: As per Class A with an engine capacity or equivalence formula for forced induction capacity factor of 1.5 : To ensure fair competition the organisers reserve the right to re-classify certain car and driver combinations.

5.6 CLASS D – Super Saloons & Roadsports

Description: Touring Cars, complying to the spirit of Ex or Current British regulations, V8 Stars + Eurocars plus 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 A, B or C, plus all Caterham, Westfield and similar cars & Production kit cars that have an established benchmark lap time at Pembrey of 64 seconds or less. Notice is drawn to Section 5.2.1, Paragraph 1, which states that car/driver combinations with a Pembrey lap time of under 60 seconds will be subject to ballast. 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. To ensure fair competition the organisers reserve the right to re-classify certain individual car and driver combinations.

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

Race Organising Clubs and Contacts.

- BARC (Thruxton Circuit), Andover, Hants, SP11 8PN. Tel. 01264 882200 Fax: 01264 882233
- BARC (Pembrey Circuit), Llanelli, Dyfed, SA16 0HZ. Tel. 01554 891042 Fax: 01554 891387
- B.A.R.C. (Wales) Alun Morgan (Chairman), 25 Heol-y-Plas, Fforest, Pontardulais, Tel. 01792 884713
- W.R.D.A. Robert Allender, (Sec) 50 Trallwn Road, Llansamlet, Swansea SA7 9XA Tel. 01792 791686

6.2 CODE OF PRACTICE

1. I understand that the championship will be administered by a steering committee who will advise & assist the Championship Co-ordinator. The Championship Steering Committee shall include a representative of each championship class, who should be nominated by their peers at the Annual Championship Conference to sit on the Championship Steering Committee
2. I agree that I will abide with any and all bulletins issued by the Championship Co-ordinator without comment.
3. I understand that to ensure fair competition the organisers reserve the right to re-classify certain individual car and driver combinations.
4. 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.
5. I understand that this also applies to misbehaviour or unfair practice.
6. I understand that the steering committee reserve the right to censure in respect of items 3 & 4
7. In extreme cases, following the appropriate hearing, the Championship organisers 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.
8. 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, & Log Book must be completed in full. See separate Sheets.