

2010 BARC SEC QUAIFE INTERMARQUE LEAGUE

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1. SPORTING REGULATIONS - GENERAL

1.1 Title & Jurisdiction:

The 2010 Quaife Intermarque League series is organised and administered by the British Automobile Racing Club, SOUTH EASTERN CENTRE (SEC) 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 Series Regulations.

Race Status: National B

1.2 Officials:

1.2.1 Co-ordinator:

Cheryl Tilbury: 14 St Mary's Drive, Benfleet, Essex, SS7 1LB
Tel: 07892 187650
Email: chezza@alrob.net

1.2.2 Licensed Eligibility Scrutineer:

Steve Cobbold: 6 Statham Close, Barton Hills, Luton LU3 4EJ
Tel 07974 222116
Email: steven.cobbold@ntlworld.com

Assistant Eligibility Scrutineer:

Marc Herridge: 2 Cedar Drive, Southwater, Horsham, West Sussex, RH13 9UW
Tel: 01403 732192
Email: marcherridge@scrutineet.fsnet.co.uk

1.2.3 Series stewards

Dale Wells- Reg Powell- Roger Burgess

1.2.4 Entry Secretary

Pauline Phillips, 4 Bowes Wood, New Ash Green, Longfield, Kent DA3 8QJ
Tel: 01474 872891
Email: paulineaphillips@hotmail.co.uk

1.3 Competitor Eligibility:

1.3.1 Entrants must be fully paid up valid membership card holding members of BARC SEC, and in possession of valid 2010 MSA Entrant's Licences.

1.3.2 Drivers and Entrant/Drivers must be fully paid up valid membership card holding members of BARC SEC, be registered for the series and be in possession of valid Competition (Racing) NATIONAL B STATUS Licence (minimum)

Or, be a professional driver in possession of a valid Licence (featuring an EU flag) and medical, issued by the ASN of a member country of the European Union.

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 series by returning the Registration Form to the Co-ordinator prior to the Final Closing date for the first round being entered.

- 1.4.2 Registration Fee £25.
- 1.4.3 Registrations will be accepted from 1st January 2010 until the closing date for entries to the penultimate round.
- 1.4.4 Registration shall only be deemed complete if the vehicle log data sheet is completed in its entirety, accompanied by a colour photograph & submitted at the same time as the registration form
- 1.4.5 The Series organising committee (BARC SEC) retains the right to refuse championship registration.

Grounds for refusal include but are not limited to;

Ineligible vehicles;

The driver having previously (but not necessarily at BARC SEC meetings) been involved in excessive contact or previously displayed driving standards regarded by the committee as too low, the BARC SEC committee may seek references from other motor clubs or championships in order to make a fair decision on such matters;

Any competitor who the committee regards as having brought the Series, the BARC or motorsport into disrepute;

Competitors who have registrations refused will have the registration fee returned and will be notified in writing of the refusal, competitors may appeal the decision, and must do so in writing within 14 days of the refusal, the appeal will be forwarded to the Series stewards who will uphold or decline the appeal via a majority decision.

- 1.4.6 The Series organising committee (BARC SEC) retains the right to suspend a competitors registration if they or any of their team members or other persons directly connected acts in such a way that the series or motorsport is brought into disrepute whether by physical acts or publicity through any form of media.

In the event of a registration suspension the competitor will be advised in writing by the series organising committee within 7 days of the suspension, the competitor may appeal the suspension and must do in writing within 14 days, any appeal will be held by the Series stewards who will uphold or decline the appeal via a majority decision. Their decision is final and no further appeal can be made.

1.5 Rounds:

The 2010 Quaife Intermarque League will be held over 9 rounds as follows:

Date	Venue	Organising Club
March 27th	Brands Hatch	MSVR
April 10th	Cadwell Park	BRSCC
May 16th	Mallory Park	BARC HQ
May 29th	Snetterton	BRSCC
June 12th/23th	Brands Hatch	BRSCC
June 26th	Lydden Hill	BARC SEC
July 17th/18th	Lydden Hill	CTCRC
October 2nd	Castle Combe	CCRC
November 7th	Brands Hatch	MSVR

1.6 Scoring:

- 1.6.1 There is no scoring.

1.7 Awards:

1.7.1 Awards will be provided by the organising club.

1.7.2 Per Round: Subject to numbers of finishers in each class, trophies to:-
Class winners if three or more starters in class,
2nd in class if five or more starters in class,
3rd in class if eight or more starters in the class.

Classes where there are less than three starters will be amalgamated.

1.7.4 Bonuses:

The Series Organising Club will endeavor to obtain sponsored awards or bonuses during the series and reserves the right to introduce same at any time without any obligation to distribute such awards retrospectively.

1.7.5 Presentations:

Winners Caps or Garlands and Trophies are to be provided for presentation at the end of each race or at an end of the meeting presentation ceremony. Prize money and bonuses, if any, shall be posted to the Entrants within 10 days of the results of each round being declared final.

1.7.6 Entertainment Tax liability:

In accordance with current Government legislation, the Organisers of each round are 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 U.K. The U.K. does not include the Isle of Man, Channel Islands, or Eire. This means that, as the Organiser, the BARC SEC is required to deduct tax at the current rate from such payments they may make to non-U.K. 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 Johns House, Merton Road, Merseyside. L69 9BB Tel 0151 472 6488 Fax: 0151 472 6483

1.7.7 Title to all Trophies:

In the event of any Provisional Results or Series Tables being revised after any provisional presentations and such revisions affect the distribution of any awards the Competitors concerned must return such awards to BARC, BARC SEC or the Organising Club in good condition within seven days.

2. SPORTING REGULATIONS - JUDICIAL PROCEDURES

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

3. SPORTING REGULATIONS - SERIES RACE MEETINGS & RACE PROCEDURES

3.1 Entries:

3.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry selection dates, which shall be 21 days before 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 to the Secretary of the Meeting in writing. 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 The Maximum Entry Fee for each round shall be £300.00, although it is expected that the entry fee for most rounds will be in the region of £230.00.
- Plus a Late Entry Surcharge imposed by the Race Meeting Organisers for any entry received after the closing date specified in the Regulations for each round.
- 3.1.5 In the event of any rounds being oversubscribed the Organising Club; in liaison with the Coordinator 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. 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 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 "Assembly Area" 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 later. Such approval to start MUST be obtained from the Clerk of the Course
- 3.1.7 All entries received shall be time and date stamped in order of receipt and opening.
- The BARC SEC shall be permitted to seed entries by order of precedents based on the number of preceding rounds where championship race finishes have been accrued in the event of an entry being over-subscribed for any championship round. Reserve entries shall also be nominated in accordance with the above.
- 3.1.8 The format for selecting entries shall be as follows,
- championship rounds 1 & 2: entries shall be granted strictly in order of receipt and opening.
- Round 3 onwards : In the event of the number of entries being greater than available grid size preference shall be given to competitors who have competed at the greatest number of previous championship rounds in 2010,
- In the event that the previous number of championship rounds competed in produces a "tie" with multiple competitors with equal entitlement to an entry exceeding available grid size available the "tie" shall be split by referring to date and time of receipt and opening of the entry with priority going to the earliest.
- 3.2 Briefings:**
Organisers should notify competitors of the times and locations for all briefings in the Final Instructions for all 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.
- 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 series criteria and the decision of the Clerk of the Course shall be final.
- 3.4 Qualification:**
Each driver should complete a minimum of three 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 and 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.
- 3.5 Races:**
The format for rounds of the series will be advised in SRs and/or Final Instructions.

3.5.1 The procedure for qualification races is specified in 3.13

3.6 Starts:

All race starts shall be from a rolling start

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

3.6.2 The Countdown procedures shall be:

1 minute to start of Rolling Lap - Start Engines/Clear Grid.

30 Seconds - Visible and audible warnings for the start of the Green flag lap.

3.6.3 Towards the end of the Rolling Lap(s) the pace car will leave the circuit after extinguishing its roof lights indicating a start is imminent. The grid will continue at a similar speed on the approach to the start line. All cars will start racing when the signal lights or starting flag is shown as advised in the Supplementary Regulations/Final Instructions.

3.6.4 Any cars removed from the grid after the one-minute stage or driven into the pits on Green Flag lap 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.

3.6.5 Any drivers unable to start the Green Flag lap or start are required to indicate their situation as per MSA Regulation Q12.13.2. Any drivers unable to maintain grid positions on the Green Flag laps to the extent that all other cars are ahead of them may complete the Green Flag Lap. They MUST remain at the rear of the last row of the grid until the car passes the start line.

3.6.6 Aborted Start:

If the start is aborted prior to the pace car pulling off, the pace car will lead the field around the circuit for an additional lap and a new start will be attempted. The race will not start until the pace car pulls off the circuit, at which point the two leading vehicles maintain speed and position approaching the start line (3.6.3). If the start signal is not given, the grid will proceed around the circuit maintaining speed, and position to attempt another start. At the discretion of the Clerk of the Course, the race distance may be reduced accordingly following aborted starts.

3.6.7 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited on the grid.

3.6.8 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, 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 the race leader.
The race will be null and void. The Race will be re-start with drivers in their original grid positions. Retired competitors may be replaced by reserves who shall be started from the back of the grid in reverse order. Gaps on the grid created by retirements must not be closed up prior to the start of the race. The length (in time) of the restarted race will be determined by the Clerk of the Course.

3.7.3 Case B: More than two laps completed by the race leader but less than 75% of time elapsed:
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 2. The length (in time) 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 duration it shall not be re-started and the results will be declared in accordance with MSA Regulation Q5.4.3.

3.8 Re-Scrutiny:

All vehicles reported involved in contact incidents during races or practice must be referred to or re-presented to the Scrutineers before continuing in the races or practice.

3.9 Assembly Area/Pits & Pit lane Safety:

- 3.9.1 Pits: Entrants must at all times ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.

- 3.9.2 Assembly Area/Pit lane: The other 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 when exiting from the Assembly Area.

- 3.9.3 Refuelling: May only be carried out in accordance with the MSA Regulation Q13, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.

- 3.9.4 Speed limit in the pit lane will be confirmed in the SR's for each event.

3.10 Race finishes:

After taking the Chequered Flag drivers are to be required to: Progressively and safely slow down, remain behind any competitors ahead of them, return to the Paddock 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 paddock return road.

3.11 Race Results:

All Practice Time sheets, Grids, Race Results are to be deemed PROVISIONAL until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures.

3.12 Timing Modules:

- 3.12.1 All competitors will be required to fit Electronic Self Identification Modules to their cars for the purposes of accurate timing. Holders for these and detailed fitting instructions will be issued with the transponders and it will be the responsibility of the competitor to fit these in the car in the position and manner specified. The Modules must be in place and functioning correctly for all series qualifying practice sessions and races. The setting and servicing of these items must only be carried out by properly authorised MSA Licensed Timekeepers.

- 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 Qualification Races:

The decision to run Qualification races is entirely at the discretion of the club(s) organising each round according to the number of entries received for such rounds. All affected Competitors must be notified in writing, with their Final Instructions, that this provision will be applied.

3.14 Operation of Safety Car:

Use of the Safety Car will be dependent on the individual circuit and organising club

- 3.14.1 The Safety Car will be brought into operation and run in accordance with Section Q Appendix 2, of the MSA General Regulations.

- 3.14.2 The Safety Car, yellow/amber lights illuminated, will normally join and exit the circuit from the pit lane and the Safety Car boards will be shown initially from the start/finish line. If these locations are to be varied specific written instructions and verbal briefings will be issued detailing the exact locations to be used.

- 3.14.3 On the order from the Clerk of the Course, the Safety Car will join the circuit with its flashing lights on, regardless of where the race leader is.

- 3.14.4 When the order is given to deploy the Safety Car a waved yellow flag and "SC" board will be displayed at the start/finish line. The waved yellow flags and "SC" boards will flow around the circuit in both directions, as an adjacent post displays both their waved yellow flag and "SC" board. This system may be supplemented by a message being simultaneously broadcast to all marshals' posts if such a communication system is available. At circuits where the Safety Car is deployed from a location other than from the pit lane exit see (3.14.3) above.
- 3.14.5 Flashing yellow lights may also be used at the startline and at other points around the circuit.
- 3.14.6 Each time the Safety Car passes a flag point the yellow flag will be waved continuously while the Safety Car and all competing cars following it remain in the section between this point and the next flag point.
- 3.14.7 All competing cars, when notified of the Safety Car intervention (by the flag signals, "SC" boards, or by any other means) will reduce speed and line up behind the Safety Car, no more than 5 car lengths apart, and maintaining the same speed as it. Overtaking or overlapping of any other competing car during a Safety Car intervention is forbidden. Overtaking of a Safety Car is forbidden unless the particular competitor concerned is signalled to overtake the Safety Car by the observer in the Safety Car.
- 3.14.8 When ordered to do so by the Clerk of the Course, the observer in the Safety Car will wave past any cars between the Safety Car and the race leader. These cars will continue at reduced speed and without overtaking until they reach the line of cars behind the Safety Car.
- 3.14.9 While the safety car is in operation, competing cars may enter the pit lane, but may only rejoin the track when signalled to do so and not when the safety car and the line of cars following it are about to pass or are passing the pit exit. A car rejoining the track must proceed at an appropriate speed until it reaches the end of the line of cars behind the Safety Car.
- 3.14.10 The Safety Car will remain in operation until at least the majority of competing cars on the circuit are lined up behind it.
- 3.14.11 When the Clerk of the Course calls in the Safety Car it will extinguish the yellow/amber flashing lights prior to exiting the circuit. This would normally be such that a minimum of 25% of a lap for circuits over 2 miles and 50% of a lap for circuits under 2 miles should be completed by the Safety Car with its lights extinguished.
- 3.14.12 Following the safety car extinguishing its lights, and prior to passing the green flag, the race leader will dictate the pace and, if necessary, fall more than five car lengths behind the Safety Car. In order to avoid the likelihood of accidents before the safety car returns to the pits, from the point at which the lights on the car are extinguished drivers must proceed at a pace which involves no erratic acceleration or braking nor any other manoeuvre which is likely to endanger other drivers or impede the restart.
- 3.14.13 As the Safety Car is approaching the pit entry, the green flag will be displayed at the start/finish line and the "SC" board withdrawn. Following this display of the start signal yellow flags and "SC" boards at the marshals posts will be withdrawn and be replaced with a waved green flag for one lap. The waved green flag will flow around the circuit in both directions, as an adjacent post displays their waved green flag. This system may be supplemented by a message being simultaneously broadcast to all marshals' posts if such a communication system is available. Overtaking remains strictly forbidden until the start signal at the start/finish line is passed.
- 3.14.14 Each lap covered while the safety Car is in service will be counted as a race lap.
- 3.14.15 In exceptional circumstances the following may apply:

The race may be started behind the Safety Car. In this case its flashing yellow/amber lights will be turned on at the two minute signal. This is the signal to the Entrants/Drivers that the race will be started behind the Safety Car and it will remain at the front of the grid during the remainder of the countdown. When the Green Flag is shown at the Start/Finish Line, the Safety Car will leave the grid and all cars will follow in single file in grid order no more than 5 (five) car lengths apart. The race will be deemed to have started when the Safety Car leaves the grid and the Green Flag is displayed.

4. SERIES 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 REGULATION 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 the provisions of Regulation C3.5.1(c).

4.2 Infringements of non-technical MSA Regulations and the Sporting Regulations issued for the series:

As per 2010 MSA Judicial Procedure Regulations plus: As per 2010 MSA Judicial Procedure Regulations plus:

In order to maintain standards of conduct, the series Coordinator will monitor all Officials/Observers reports of adverse behaviour at race meetings. If any individual is included on two such reports during one racing season he will receive written warning from the Series Coordinator that his driving/behaviour is to be specifically observed at future race meetings. Any adverse reports during this period of observation could result in official MSA action and will result in a Series Stewards' enquiry, with possible refusal of further race entries.

5. TECHNICAL REGULATIONS

5.1 INTRODUCTION

5.1.1 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

5.1.2 All MSA General Regulations & Technical Regulations MSA Safety and Technical Regulations Sections J, Q and K apply as per the 2010 MSA Year Book. The general principle for eligibility shall be that the cars are modified versions of series Production Saloons, Hatchbacks, front or mid engined sports car models, including any original manufacturer produced or approved options for the year and models which were/are available from recognised dealer networks for the manufacturer, year and model and recognised variant. Also front engined Silhouette cars which have body shells based on and recognisable as those of mass production saloon and sports cars.

5.1.3 The onus concerning eligibility and provision of original manufacturer documented proof of eligibility shall rest with competitors at all times, and competitors are advised to check with the Eligibility Scrutineer if they have any doubts or queries concerning the eligibility of their cars

5.2 GENERAL DESCRIPTION

5.2.1 The BARC Intermarque League is for Competitors participating in Production and Production based Saloon, Hatchback and Sports cars.

5.2.2 The class structure will be as follows:-

5.2.2.1 CLASS A:

- Unlimited c.c. and Four Wheel Drive Vehicles. Modifications only as per these Technical regulations.
- Two-wheel drive manufactured race saloon cars & saloon cars built or fitted with transaxles, unless originally homologated for that model, cars fitted with non-standard engines [post production etc].
- Any vehicle that has previously raced in any BTCC, Super Touring, DTM, ETCC or WTCC race, or be deemed by the coordinator to be of such a specification must enter class A
- Production Sports and Kit Cars over 2001cc or forced induction.

- Silhouette cars with multivalve engines other than those complying with regulations for class SR, or cars built to "T CAR" regulations or with forced induction or engines exceeding 6cylinders
- Saloon cars over 4500cc dual valve
- Saloon cars over 3200cc multi valve
- Guest cars not fitting any other class, accepted only at organisers discretion

5.2.2.2 CLASS B:

- Saloon Cars up to 4500cc dual valve
- Saloon cars up to 3200cc multi valve
- Saloon cars over 1601 cc forced induction
- Production Sports and Kit Cars from 1601cc up to 2000cc
- Cars built to and complying with 'T car' regulations

5.2.2.3 CLASS C:

- Saloon Cars up to 2000cc: multi-valve
- Saloon cars up to 3000cc dual valve
- Production Sports and Kit Cars up to 1600cc
- Saloon Cars up to 1600cc: forced induction
- Silhouette cars with dual valve engines up to 6 cylinders

5.2.2.4 CLASS D

- Saloon Cars up to 1600cc: dual valve

5.2.2.5 CLASS SR:

- Cars complying with class SR regulations

5.2.2.6 CLASS TA:

- Cars built to Tiger sports car regulations featuring modified Zetec engines and LSD

5.2.2.7 CLASS TB:

- Cars built to Tiger sports car regulations featuring, unmodified Zetec engines or modified "pinto" engines no LSD's

5.2.2.8 CLASS TC:

- Cars built to Tiger sports car regulations featuring Duratec engines

5.3 SAFETY:

5.3.1 All MSA Appendix Section K Safety Criteria Regulations apply as relevant.

5.4 General Technical Requirements & Exceptions:

5.4.1 The series is to cater for Hatchback, Sports and Saloon cars which have been derived from cars homologated in FIA Appendix 'J' Group A (N) or Appendix 'J' 1981 Group 1, or from any Car which the MSA has verified as having been produced in minimum homologation quantities

5.4.2 This series is open to any cars designed for road use with a minimum production run of 250 cars or cars derived from cars designed for road use with a minimum production run of 250 cars or a Vehicle originally available through normal commercial channels of the manufacturer in quantities of not less than 100 vehicles within 12 consecutive months.

5.4.3 This series shall include Silhouette cars based on production body shell shapes and recognisable as the make and model that the bodyshell is based on, or cars built to comply with 'T car' regulations

5.4.4 Any car not meeting any of these criteria may be accepted for the invitation (guest) class at the discretion of the organisers.

5.4.5 The class engine capacity may not be exceeded. Cars may only be entered for classes appropriate

to the actual engine capacity, including equivalence for forced induction.

5.4.6 Hybrid or non-homologated cars based on non-standard chassis are deemed to be outside the definition of steel bodied saloon cars (as 5.1 above) and shall be classed at the discretion of the organising club

5.4.7 External identification of the model. All cars must be externally recognisable as the model as entered. Manufacturers' decals/badges can be removed but if they are retained they must relate to the model as entered, in particular badges relating to engine capacity

5.5 CHASSIS:

5.5.1 All saloon cars except for Class A; the standard floor pan, sills, door surrounds, bulkheads and roof must remain exactly as produced by the manufacturer in construction, dimension and material.

5.5.2 All saloon cars except for Class A; it is prohibited to cut any holes or remove any fixed panels from the standard floor pan, front or rear inner or outer wheel arches, front or rear bulkheads (engine to cockpit and cockpit to boot) for the purpose of mounting or giving clearance to suspension components. Inner wheel arches may only be modified to allow the attachment of shock absorber mountings. Rear valence below rear wheel hub horizontal centerline may be modified or removed, provided rear floor pan remains intact and structurally sound.

5.5.3 All saloon cars except class A; front panels may be modified to allow fitting of or enlarged radiators, oil coolers or intercoolers. No added parts may intrude into the airflow or alter the silhouette above the front wheel hub centerline. It is only permitted to make holes for the passage of cables, fuel, water, oil, hydraulic, instrument or fire extinguisher line. All redundant holes must be covered with metal plates.

5.5.4 All saloon cars except for Class A; bulkheads and inner wings may only be modified to permit the clearance of the induction system. This shall be understood to include air induction ducting, manifolding, and trumpets, ram pipes for engine carburation or fuel injection system only. A maximum clearance dimension of 75mm will be allowed.

5.5.5 Random inspection by the Eligibility Scrutineer and series Coordinator to all entries will be undertaken to identify excessive weight removal jeopardising potential safety of the chassis, shell and bodywork.

5.5.6 Reinforcing of the chassis is allowed in all classes.

5.5.7 The removal of under body sealants is permitted.

5.5.8 Minimal modifications to floor pan to allow the fitting of an exhaust silencer to MSA requirements (No structural modifications permitted)

5.5.9 Minimal modifications to floor pan to allow the fitting of a fuel tank or safety cell. (No structural modifications permitted)

5.5.10 Silhouette cars must maintain the silhouette of the named saloon vehicle it is based on – and will be accepted at the discretion of the organising club.

5.5.11 Cars raced previously under specific regulations – i.e. VSR, Silhouette or T Cars etc must continue to be presented in that format except for any modifications expressly permitted by these regulations. No other modifications are permitted.

5.6 BODYWORK:

5.6.1 Silhouette cars are free in body shell and chassis construction subject to being externally recognisable as a production based saloon or sports car, and complying with MSA safety and construction regulations

5.6.2 With the exception of the following, no modifications are allowed to external or internal body panels, chassis, or unitary construction:

(a) Vehicles in Class A only:

Modification to the floor, bulkhead panel, and front inner wing panel is permitted to allow for Engine and Transmission. These modifications will be checked when the vehicle is presented for scrutineering.

(b) Vehicles in all classes:

Replacement of the front and rear wings (wheel arch panels) and front body panels by lightweight material panels is permitted providing they exactly retain the standard silhouette in side elevation. Boot lid and door panels may be replaced by lightweight material providing they exactly retain the original standard shape and outline. Bonnet side profile may be modified to a maximum of 120mm. Bumpers may be removed or modified provided the silhouette above the wheel hub centreline retains the original body profile

NOTE 1 (for the purpose of defining 'wheel arch panels'):

'Front' is defined as a point forward of the baseline of the windscreen.

'Rear wing' is defined as being in the area below the baseline of the windows and rearward of the line of the rear most side door opening.

(c) The removal of all exterior chrome/decorative parts is allowed with the exception of the complete radiator grill and headlamp trim.

(d) Standard wings (see (b) and Note 1 above), if retained, may be modified by working the original metal and/or fitting wing extensions

(e) It is permissible to cut holes in the rear wing extensions of 150sq.cm maximum to accommodate oil coolers. The holes must be parallel and vertical. Wheels and tyres must not be visible through the apertures. No part of the oil cooler may protrude outside the profile of the body panels

(f) Windscreens must be either laminated or of plastic. Plastic is permitted for side or rear windows. Any plastic material must be a minimum of 4mm thick.

(g) Saloon cars only:

Competitors may modify the front inner wings forward of the front bulkhead for purposes of additional cooling to brakes and engine, provided any front sub frame fitted is fitted with substantial additional bracing to ensure it is located in a rigid an structurally sound manner, acceptable to the event Scrutineers. In the case of any doubt as to the legality of any such modification, reference shall be made to any applicable single make racing technical regulations for that type of car. The Scrutineers decision is final and all competitors entering vehicles with modified front inner wings are advised to produce a set of such regulations at scrutineering if required.

5.6.3 Class SR only:

- Based on any recognised manufacturers production body shape of 2 or 3-door configuration.
- Maximum width 75" (1905mm)
- The bodywork between the centrelines of the front and rear axles may be no more than 2" (51mm) narrower than a line drawn between the widest point of the front and rear wheel arches.
- Spoilers are free but must fall within the following parameters:
 - a. Maximum overall width including end plate 75" (1905mm)
 - b. Maximum chord of 14" (355.6mm)
 - c. Maximum end plate size 14" (355.6mm) square.
 - d. No part of the spoiler including endplate must extend beyond the rear bumper line and must be no more than 5" (127mm) above the roof line
 - e. No part of the spoiler may extend beyond the plan view of the bodywork.
- Front splitters may be fitted but must not protrude forwards past the bumper by more than 4" (101.6mm) and must not be wider than the extreme body width of the car in plan view.
- Cooling ducts are permitted in the front panels. Any ducts must only feed air to the radiator and/or oil cooler and/or front brakes. Ducts must not extend rearwards beyond the front of the radiator with the exception of brake ducts. Wheels and tyres may not be visible through

the ducts.

- Bonnets may have up to three ventilation apertures up to a maximum of 54sq in (3500sq mm) each. These apertures must not feed air to any mechanical component and must have a grille fitted.
- Louvre vents up to a maximum size of 5" X 8" (127mm X 203mm) in each location may be added to the top and/or rear of the wheel arches. They must blend in with the surrounding bodywork. No part of the wheel/tyre or mechanical components may be visible through the louver.
- No other non standard ducts, apertures or holes are permitted in any other panels, only those detailed above.
- The appearance of Head, Tail and Indicator lamps must be defined by graphics.
- The doors must be either hinged or retained by 4 pins/"R" clips both sides. If the doors are retained by pins the "R" clips must be linked together and defined as a releasing system (and capable of working as such; this may be tested at scrutineering). A clear notice must be applied to the outside of the door panel clearly defining the method of opening.

5.6.4 INTERIOR:

- 5.6.4.1 The drivers seat is unrestricted subject to complying with MSA safety regulations
- 5.6.4.2 It is permitted to remove the floor carpets, underfelt, sound insulation, head lining, the rear seats, and the front passenger seats.
- 5.6.4.3 It is permitted to carry out modifications on the window winders, instrument panel and all the driving controls.
- 5.6.4.4 The driver must sit on the same side as in the original car and be located completely to one side of the centre line of the car.
- 5.6.5 Ground clearance;
The car may be lowered. The minimum ground clearance is as defined by MSA regulation J5.20.11., as 40mm.
- 5.6.6 Wheelbase;
The wheelbase must remain as per the original car within a tolerance of 5mm.

5.7 ENGINE:

This Series is established for front and mid engined vehicles only. Amendments and alterations to engine arrangements within these regulations do not permit the relocation of the engine to the rear of the chassis/shell. Only front and mid engined vehicles are eligible for this Series.

- 5.7.1 All cars except class SR and 'T cars' in class B:
Engine and all internal modifications are free provided it is a mass production unit produced by a major car manufacturer.
- 5.7.2 The engine crankshaft must remain the standard manufacturers crankshaft, the only machining permissible is localised to enable balancing, or regrinding to repair worn crankpins. Offset grinding the crankshaft to alter stroke length is prohibited
- 5.7.3 Engines maybe rebored to a maximum cylinder size of 1.5mm oversize irrespective of the effect this has on engine capacity. Other than reboring, no modifications are permissible to cylinder block.
- 5.7.4 Dual-valve engines are defined as having one inlet valve and one exhaust valve per cylinder. Multi-valve engines are defined as having more than one inlet or exhaust valve per cylinder.
- 5.7.5 Connecting rods are free

- 5.7.6 Alloy flywheels are prohibited
- 5.7.7 Cylinderhead must be the original type for the cylinder block. Cylinderhead may be modified subject to the following restrictions:
 - o No material may be added
 - o Valve guides must remain in the originally manufactured positions.
 - o Valves are free however valve head diameters must not exceed the manufactures original size for the engine
- 5.7.8 Engine location (Class SR only):
The measurement will be taken from the rear face of the bare cylinder block to the centreline of the rear axle. The minimum measurement will be half the wheelbase of the car plus 30" (762mm).
- 5.7.9 Oil coolers and additional water radiators are permitted providing they are located within the periphery of the bodywork.
- 5.7.10 Forced induction is allowed.
- 5.7.11 Forced induction systems can be removed and replaced with carburettors or fuel injection systems and the model reclassified (provided the original vehicle on which the car is based was available in that induction format).
- 5.7.12 Turbo charged cars: cars with 2 injectors per cylinder to run in class A. Cars with 1 injector per cylinder eligible for all other appropriate classes. This is only applicable to injectors supplying fuel NOT injectors used to control boost pressure.
- 5.7.13 Electrical generators must be fitted and in working order
- 5.7.14 Class SR only:
The engine must be mass production 4 cylinder 2 litre, maximum 4 valves per cylinder normally aspirated

5.8 SUSPENSION:

- 5.8.1 Class A unrestricted
- 5.8.2 Class B-E:
Unrestricted but standard pick-up points must be retained although not necessarily used. Additions or modifications of springs, shock absorbers, and suspension heights are permitted. The fitting of adjustable suspension components and Watts linkage is permitted. Rear sub-frames, used for suspension and brake components only, may be removed. (Regulation 5.5.2 above applies)
- 5.8.3 For live axle RWD steel monocoque bodied saloon cars is permissible to adapt the floor pan to accommodate additional axle location link, but the standard pick up points must be retained. (Regulation 5.5.2 above applies)

5.9 BRAKES:

- 5.9.1 Brakes are unrestricted with the exception of brake disc material, only steel or cast iron are permitted.

5.10 WHEELS and TYRES:

- 5.10.1 Maximum wheel width limits apply to capacities (Except class SR):

Up to 1300cc	1301 to 1600cc	1601 to 2000cc	2001cc and above
10.0in	10.5in	11.5in	13.0in

- 5.10.2 For Classes A - E: Wheel diameters are free.
- 5.10.3 CLASS SR only:
Wheels must be 10x 13" non centre lock type. Tyres are free subject to them being suitably sized for the wheels
- 5.10.4 Irrespective of the maximum size allowed, the wheel/tyre combination must fit within the confines

of the allowable wheel arch/bodywork modifications outlined in Section 5.6 above.

- 5.10.5 Tyre Specifications:
Maximum size must be within tyre manufacturers' recommended specifications to suit the wheel rim width. The type of tyre is free.
- 5.10.6 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited

5.11 TRANSMISSIONS:

- 5.11.1 Class B-E (Class A is free):
Differential and gearbox are unrestricted providing that they remain in the original location within 5cm. Except in Class A, transaxles and carbon fibre propshaft/driveshafts are prohibited unless fitted to the original homologated model.
- 5.11.2 All classes except class SR and class B "T cars": Sequential gearboxes are permitted
- 5.11.2.1 Cars fitted with sequential gearboxes shall have a 50% multiplication factor applied to the engine capacity, i.e a 2000cc car fitted with a sequential gearbox shall be reclassified as having a 3000cc engine
- 5.11.2.2 For the purposes of the series, any gearbox which is operated other than by a conventional gear lever working in a normal "H" pattern will be classified as a sequential gearbox
- 5.11.3 Class SR:
- 5.11.3.1 Gearbox is free other than being limited to a maximum of five forward gears and must be fitted with an operable reverse.
- 5.11.3.2 Only a live axle is permitted
- 5.11.4 Prohibited Modifications:
Any form of traction control device other than limited slip or locked differentials.

5.12 EXHAUST:

- 5.12.1 Class A – E:
Exhaust systems are free provided MSA maximum decibel requirements are not exceeded.
- 5.12.2 Number not used
- 5.12.3 Noise levels:
A limit of 105db applies to all classes

5.13 IGNITION SYSTEMS:

- 5.13.1 Class SR only:
Ignition system is free but must incorporate a MBE 956 or 967 electronic control module and harness incorporating a checkable rev limit of 8000rpm. This rev limit must be checkable at the event by the championship Scrutineer. The module will be sealed and must not be altered in any way. The module, harness and download port must be clearly visible to the Scrutineer at all times. Ignition module boxes may be checked by the Scrutineer at any time.

5.14 FUEL SYSTEMS:

- 5.14.1 All fuel pumps and filters are free.
- 5.14.2 Class SR only:
- 5.14.2.1 Fuel injection and/or forced induction is not allowed.
- 5.14.2.1 Carburettor/s are free subject to a maximum choke size of 42mm.
- 5.14.2.1 An air filter must be fitted
- 5.14.3 Fuel Tank:

Any approved type of fuel tank or safety cell may be fitted provided it conforms to MSA safety requirements.

5.14.4 Tank Location:
Tank can be relocated in the boot area of the car with reasonable modifications to the boot floor to accept it. This does not mean removal of entire boot floor. Either a fireproof bulkhead (between the tank and the cockpit) or a sealed housing for the tank must be provided.

5.14.5 FUEL: All fuels listed in MSA competitors' yearbook 2010 as pump fuel.

5.15 STEERING:

5.15.1 Steering systems are free in all classes.

5.16 WEIGHTS:

5.16.1 **Class SR only:**

The weight of the car shall be a minimum of 830Kg with the driver on board.

5.19 MISCELLANEOUS:

5.17.1 The Car Specification elements of the Championship Registration documents must be fully completed and will form part of a declaration of the cars suitability to align with this series. This document should be with the car when presented for scrutineering.

5.17.2 If a workshop manual or manufacturers specification sheet specifically for the model being raced is not available, then a manual for the standard version of the vehicle with any other relevant supplementary information to prove the authenticity of the uprated model would be acceptable. The onus is on the entrant to prove eligibility of the model.

5.17.3 All homologation papers, roll bar certificate (or confirmation of the ROPS specification and MSA approval if applicable) and evidence that the vehicle meets the definition of a 'production car' as per 5.4.1 & 5.4.2 above.

5.18 EXAMINATION OF VEHICLES:

5.18.1 The organisers (in addition to any other powers they may have under these Regulations) reserve the right before or after any race in the series to designate any one or more of the competing cars for special eligibility scrutineering. Upon such election being made the competitor shall immediately place the car under the control of the organisers and be deemed to have permitted all such scrutineering, examination and testing as the organisers may responsibly require to be undertaken.

The organisers have the right to:

5.18.2 Examine the car at the circuit for such period as they may reasonably require and take fuel samples and/or

5.18.3 Seal any part of the car for detailed examination at a post event location. If the organisers elect to conduct post-event eligibility checks on the car, the organisers shall endeavour to complete such checks prior to the next race in the series. If this is not possible, the results from the previous race remain provisional and the entrant must declare the sealed state of the car at future race meetings to the Clerk of the Course and Chief Scrutineer.

5.18.4 The sealed car and its components shall be presented by the competitor at their own expense at an agreed time/location for detailed examination within a specified period. The competitor will be advised in writing of the time, date and location of the subsequent testing or eligibility examination. Seals may only be broken under the supervision of an MSA official.

5.18.5 The overseen stripping of the engine or any other required component will be undertaken by the competitor and/or mechanic/technician nominated by the competitor.

5.18.6 The organisers reserve the right to re-inspect vehicles at any time during the course of the season,

should there have been a regulation infringement or circuit incident

- 5.18.7 Competitors will be personally and solely responsible for ensuring that their cars comply with their registration details and with these regulations for each event at which they are entered. Failure to comply in either respect will be a breach of these regulations. Queries concerning eligibility should be referred in writing to the organisers / coordinator/ series Eligibility Scrutineer at least seven days prior to an event entered, to permit a ruling in advance of any meeting at which it is intended to compete.
- 5.18.8 It is the competitors responsibility to ensure components are in a condition which permits sealing, i.e clean for paint seals or drilled fasteners for wire or plastic MSA seals.

6. APPENDICES:

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

6.1 Race Organising Club and other useful Contacts:

BARC SEC: Cheryl Tilbury, 14 St Mary's Drive, Benfleet, Essex SS7 1LB
Tel: 07982 187650
E-mail: chezza@alrob.net

BARC HQ: Thruxton Circuit, Andover, Hampshire SP11 8PN
Tel: 01264 882200
E-mail: competitions@barc.net

MSVR: D Willey MSV Centre, Brands Hatch, Fawkham, Longfield, Kent, DA3 8NG
Telephone: 01474 875202
E-mail: david.willey@motorsportvision.co.uk

CCRC: Castle Combe Racing Club Limited, Castle Combe Circuit, Chippenham, Wiltshire, SN14 7EY
Tel: 01249 782417 / 783139 Fax: 01249 782392
Email: Club@CastleCombeCircuit.co.uk

CTCRC: Classic Touring Car Racing Club,

6.2 Commercial Undertakings:

- 6.2.1 Trade Support.
TBA
- 6.2.2 Vehicle Decals.
TBA
- 6.2.3 Promotional activities.
Competitors competing in this Series are requested to make their vehicles available for promotional activities for all trade supporters listed above.