

2010 Welsh Sports & Saloon Car Championship

**Race Championship
Sporting and Technical
Regulations**

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1 Sporting Regulations – General

1.1 Title and Jurisdiction

The 2010 Welsh Sports and Saloon Car Championship (WSSCC) is organised and administered by the WSSCC Steering Committee of the Welsh Racing Drivers Association (WRDA) 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.

For the time being and for purposes of regulation and permit submission and operational event matters the WRDA will utilise the services of the BARC

MSA Championship Permit No

CHR2010 / 051 v

MSA Grade: D

Status: National B

1.2 Officials

1.2.1	CHAMPIONSHIP CO-ORDINATOR	Alan Jenkins
1.2.2	LICENSED ELIGIBILITY SCRUTINEER	Vincent Brown
1.2.3	CLERK of COURSE	Phil Davies
1.2.4	CHAMPIONSHIP STEWARDS	Dale Wells Ian Danaher Alun Morgan Steve Burns

Any three Championship Stewards will constitute a quorum

1.3 Entrants Requirements

- 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 the WRDA or BARC and 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 with the Registration Fee to the Co-ordinator prior to the Final Closing Date of entries for the first round being entered. A further condition of registration is that a Technical Specification Sheet for each car used in the Championship must be submitted to the Championship Co ordinator or Eligibility Scrutineer at least 60 minutes before the published start time of the event. Failure to submit a Technical Specification Sheet will void the registration for that event so no championship points will be awarded.
- 1.4.2 The registration fee is £75.00 Cheques made payable to WSSCC.
- 1.4.3 Registrations will be accepted from 1st January 2010 until the closing date for entries of the final round.

- 1.4.4** Competition 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 but may be eligible for Driver of the Race award.

1.5 CHAMPIONSHIP ROUNDS

The 2010 Welsh Sports & Saloon Car Championship will be contested over X Rounds as follows

Round	Date	Circuit	Organising Club	Start
1 / 2 / 3	27/28.03.10	Pembrey	BARC	Rolling.
4 / 5	18.04.10	Mallory Park	BARC	Rolling
6 / 7 / 8	15/16.05.10	Pembrey	BARC	Rolling
9 / 10 / 11	26/27.06.10	Pembrey	BARC	Rolling
12 / 13 / 14	14/15.08.10	Pembrey	BARC	Rolling
15 / 16 / 17	16/17.10.10	Pembrey	BARC	Rolling

1.6 SCORING

1.6.1 A competitor's points total counting towards a Championship position will be calculated as the total no of rounds less two.

1.6.2 Points will be awarded to registered competitors listed as classified finishers in the Final Results for each class:

1 st	=	10	points
2nd	=	8	points
3rd	=	7	points
4th	=	6	points
5th	=	5	points
6th	=	4	points
7th	=	3	points
8th	=	2	points
9th	=	1	point

However if there is only 1 starter in any class only half points will be awarded.

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 or Championship Co-ordinator or a nominated deputy 30 minutes prior to the start of the race or before entering the assembly area.

Competitors may score Championship points in more than one class and use any car that is eligible for that class. Points are not transferable between classes. However the total points scored by a competitor irrespective of class will be the points that determine his/her position in the overall championship.

1.6.3 Ties will be resolved using the formula in Q3.4 of the 2010 MSA Yearbook.

1.6.4 Advertising: Competitors will be required to carry advertising as supplied to publicise the championship in accordance with H29.1.1 and H29.1.2 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

In Each Class:

1st Overall, 2nd Overall and 3rd Overall: A Trophy

As per 1.7.2 "Marque" trophy (see 5.2.2.2)

A '**Novices Award**' for the highest scoring driver who has not previously held a Car racing licence.

A '**Newcomers Award**' to the best new comer to the Championship as judged by the Championship Committee.

A '**Ladies Award**'

1.7.4 All end of season Championship awards will be presented at the official awards ceremony as organised by the Championship Committee.

1.7.5 Bonuses **Per round: nil** **Championship: nil**

1.7.6 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.

1.7.7 Entertainment Tax Liability

In accordance with current government legislation, the WSSCC 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 organisers, the WSSCC are 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.

1.7.8 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 WSSCC, in good condition within 7 days.

2 Sporting Regulations - Judicial Procedures

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

2.2 Championship: In accordance with Section C of the 2010 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 as per MSA Regulation D25.
- 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 and will be shown on the entry form for 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 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 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 will notify Competitors of the times and locations for all briefings in the Final Instructions. 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 Q4.5 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.
- 3.4.2** For those meetings where one practice session and 3 races are scheduled, the grid for race 1 will be decided by qualifying times in the normal fashion. The grid for race 2 shall be the finishing order of race 1. The grid for race 3 shall be the finishing order of race 2. Non finishers and competitors not classified in the race results will be placed on the back of the grid in order of distance covered. In the event of a tie the order will be at the discretion of the Clerk of Course.
For Double header meetings where there is only one qualifying session, grid for race 2 will be as per 3.4.2.

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

3.6.1 Standing Starts:

All race start countdowns are to have a minimum elapsed period of 1 minute from the time all cars are formed up on the grid to the start of the Green Flag lap in the formation as specified on the Track Licence for each circuit.

3.6.2 The Minimum Countdown procedures/audible warnings sequence shall be:

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 light failure, the start delayed board will be shown and after briefing, the Starter will revert to use the National Flag.

3.6.8 Rolling Starts:

All race start countdowns are to have a minimum elapsed period of 3 minutes from the time all cars are released to form up onto the grid to the start of the Green Flag Lap(s) in the formation as specified on the Track Licence for the Circuit.

The minimum Countdown procedures for ROLLING STARTS shall be:

- 3.6.9** 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.
- 3.6.10** The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited on the grid.
- 3.6.11** Any cars removed from the grid after the 1-minute stage or driven into the pits on Green Flag shall be held in the pit lane. They may start the race after the last car to take the start from the grid has passed the start line or pit lane exit, whichever is the later.
- 3.6.12** Any drivers unable start the Green Flag lap or start are required to indicate their situation 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.
- 3.6.13** Excessive weaving to warm-up tyres using more than 50% of the track width and falling back in order to accelerate and practice starts, is prohibited.

3.7 Race Stops

- 3.7.1** Should the need arise to stop any practice or qualifying session, 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 pitlane. No overtaking on slowing down lap.
- 3.7.2** Should the need arise to stop a race, 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, slow to a safe and reasonable pace and to return to the starting grid which will automatically become a Parc Ferme area. No overtaking on slowing down lap.

Cars should not enter the Pits unless directed to do so or unless repairs are necessary. Work on cars already in the Pits must cease when a race is stopped and may only continue under the control of Scrutineers. Cars which are in the pitlane or who enter the pitlane may **ONLY** re-start from the pitlane (not the grid) after all other cars have re-started. Non runners at the time of the stoppage (which have been recovered) can re-start from the pitlane behind those referred to above.

- 3.7.3 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 re-start may be replaced by nominated reserves who will start from the pitlane in reserve number order and in front of any other pitlane starter. Gaps on the grid should not be closed up. The length of the restarted race will be determined by the Clerk of the Course.
- 3.7.4** 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 the pit lane behind any nominated reserves in the order determined by the Clerk of the Course. Gaps on the grid should not be closed up.
- 3.7.5 Case B - More than two laps completed by Race Leader but less than 75% of Race Distance.**
The race will restart from the grid set out by the finishing order of part one, (as per MSA Regulation Q 5.4.2). The final result of the race will be the finishing order of part 2. The length of the restarted race will be determined by the Clerk of the Course.
If the leader has completed more than 75% of the race distance or duration it shall not usually be re-started (as per Q 5.4.2). If not re-started the results will be based on the order of crossing the finish line at one lap less than at the time of first showing the Red Flag. Only cars which are under their own power at the showing of the Red Flag will be classified.

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 [G68], 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 Parc Ferme as instructed 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 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. Failure to function may result in loss of grid or race position. 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 ten 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 3.3 Arising from post race Scrutineering of Judicial Action

Minimum Penalty: The provisions of MSA Regulations C 3.5.1 (a) and (b)

For infringements deemed to be of a more serious nature the Clerk of the Course and/or Stewards of the Meeting are to invoke the provisions of MSA Regulation C 3,5,1 (c).

4.1.2 Where the performance of any car/driver combination is such that it breaks the 60 second benchmark lap time of Pembrey on the first occasion that the time is recorded it will be allowed to stand. It is then the competitor's responsibility to make sure that the performance is changed to ensure it is brought above the 60 second lap time before the car is run in any further qualification session or race. Ballast as per Championship regulation 5.2.1 may be added to ensure that the benchmark lap time of 60 seconds minimum of Pembrey circuit is achieved. Should the car then break the 60 second benchmark time on a subsequent occasion then car will be deemed ineligible and for qualification, practice times will be disallowed. For a race MSA reg C.3.5.1 (a) and (b) will be applied. Should the 60 second benchmark time be broken at any further qualification session or race then the car will be deemed ineligible. For qualification practice times will be disallowed and for race MSA regulation C 3.5.1 (a).(b) will be applied and (c) may be applied at the discretion of the Clerk of Course.

4.1.3 However if after having made all reasonable attempts to alter the performance of the car to bring it back above the 60 second bench mark time, the car / driver combination then still performs below the 60 second bench mark time, then the situation will be investigated by the Eligibility Scrutineer, Championship Coordinator and Championship Clerk of Course. Any penalty applied will be at the discretion of the Championship Clerk of Course.

4.1.4 If the 60 second benchmark time is broken as per 4.1.3 in any race then the 1 point for fastest lap will not be awarded. It will be awarded to the competitor setting fastest lap in an eligible car.

4.1.5 If the 60 second benchmark time is broken in any race as per 4.1.3 where the Joker card has been played then the Joker Card will be null and void but the round will count as the round that the Joker Card is played.

4.1.6 Where the performance of any car/driver combination is such that, that particular combination has to be reclassified, then the reclassification will take immediate effect from when the performance result leading to the re-classification first takes place. Any qualification times or race results will be re-issued by the timekeepers to show this re-classification. The car / driver combination will then remain in the new class until such time that in the opinions of the Eligibility Scrutineer and Championship Co-ordinator the performance of the car has been changed to make it eligible for the original class. However if the performance then changes again to make it ineligible for the original class then MSA Regulation C.3.5.1] (a), (b) will be applied and (c) may be applied by the Clerk of the Course.

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

4.2.1 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. 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. Any car / driver combination lapping at less than the benchmark time of 60 seconds will be deemed to be ineligible as per the Championship regulations.

5.2.1.1 All cars must comply with MSA General Regulations J ,K, Q, and any other criteria clarified in writing by the Championship Organisers. 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.

5.2.1.2 The Championship specifically excludes sports racing cars as described in Section B of the MSA Competitors' and Officials Yearbook. Examples of such cars are Jades, Radicals and similar cars. Also single seater open wheel racing cars are excluded.

5.2.1.3 Caterham/Westfield and similar cars including Production kit cars are welcome, as are motorbike engined "Caterham" type cars, all subject to the following provisions. All such cars are subject to the minimum 60 second a lap of Pembrey benchmark time limitation for any driver/car combination as referred to in Paragraph 5.2.1 above. Any such driver/car combination with an established Pembrey benchmark time of less than 68 seconds but greater than 65 seconds will be classified as class B. Any such driver/car combination with a benchmark time of less than 65 seconds but greater than 63 seconds will be classified as Class C. Any such driver/car combination with a benchmark time of less than 63 seconds will be classified as Class D. It is up to the competitor to nominate the Class he/she wishes to enter, bearing the above rules in mind, and in the knowledge that if he/she has entered the wrong class, re-classification will be as per regulation 4.1.6.

5.2.1.4 Cars in all classes using:

- Forced Induction shall apply a Capacity multiplying factor of 1.5 to 1
- Four Wheel Drive shall apply a Capacity multiplying factor of 1.5 to 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 & Road sports up to 1600cc
Class B - Modified Saloon & Road sports 1601cc to 2000cc
Class C - Modified Saloon & Road sports over 2001cc
Class D - British Touring Cars & Re-Engined Modified Sports and Saloon Cars
Class I - Invitation Class for all Guest Competitors.
Class S Standard specification Class
- 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.
- In any dispute as to what class the car should be in, then the decision of the Eligibility Scrutineer and Championship Coordinator will be final.

5.2.2.2 **Marque 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 Marque class will be run for these cars. Competitors will be informed by the co-ordinator and as from the following round competitors in the new Marque class will in addition to scoring championship points as normal, score points for the Marque class as per regulation 1.6.1. The winner of the Marque Class will receive a Trophy at the end of the season. 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 [J4.1] 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.

Failure to comply with the above regulations, may result in loss of grid or place.

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. The provision for sealing the engine and gearbox must be made if requested by the eligibility scrutineer.

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. J, K, Q as well as other criteria clarified in writing by the Championship Organisers.

MSA Regulation J 5.4.2. 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:

- Production Cars and Production Kit cars complying with the specific MSA definitions (The Terminology) for each defined category In addition the height of the rear wing shall not exceed the height of the rollover bar/roll cage or be greater than 120cms above the ground with the driver normally seated in the car.
- Cars that directly comply with the MSA Special Saloon Regulations, and relevant Section K 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
- Motor Cycle engined cars.
- The Organisers reserve the right to refuse any car, which in their opinion does not comply with these regulations.
- To ensure fair competition the organisers reserve the right to re-classify certain individual car and driver combinations.

5.3.1.1 Safety Requirements

5.3.1.2 All cars must comply with MSA Regulations K Safety Criteria some of the more important regulations are clarified below.

Roll Bar - A Roll Bar to K 1.5.2 is mandatory.

Head Restraint - The fitting of a Head Restraint to K 13 is mandatory.

Seat Belts - Seat Belts (4 Point) to K 2.1.1 and K 2.1.1 to K 2.1.3 are minimum.(Q 19.4.2 refers).

Fire Extinguisher - A Fire Extinguisher [C(c)56b]is mandatory.

Battery - The fitting of an External Circuit Breaker to K 8.1 to K 8.3 and K .8.5.

Red Warning Light - The fitting of a Rear Red Warning Light to K 5.1 is mandatory.

Towing Eyes - The fitting of Towing Eyes front and rear to Q 19.1.3 are mandatory.

All drivers of open cars must wear hand restraints during qualifying and race

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.

5.3.2.1 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.

5.3.2.5 Interior

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 Q 19.1.2 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 –

The location of 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

Electronic Chips are free to modification from standard.

5.3.2.16 Brakes

Unrestricted, other than Regulations in MSA Regulation J 5.6.1 and J.5.6.2

5.3.2.17 Wheels/Steering

Unrestricted, other than Regulations in MSA Regulation J 5.7.1 to J 5.7.5 and J 5.8.1 to J5.8.3

5.3.2.18 Tyres

Slicks are permitted for Classes A,B,C & D. MSA Regulation J.5.9.3.to J.5.8.5 refer.

Class S, tyres of List 1A must be used.

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 J 5.13.1 to J 5.13.8

Fuel & Fuel Systems will be in accordance with J 5.13.1 to J.5 13 .8 and Section B of the MSA Competitors and Officials Yearbook.

Definitions of Petrol, LPG, Diesel, Bio Ethanol and Bio Diesel are as Pump Fuel in Section B.

NOTE: Cars using diesel fuel will be classified as having an engine capacity reduction of 25 % (e.g. a 2000cc turbo diesel will be considered to be equivalent of a 1500 cc normally aspirated engine.)

5.3.2.21 Silencing

As per MSA Regulation J 5.18

5.4 CLASS B - Modified Saloons & Road sports 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 & Road sports over 2001cc

Description

As per Class A with an engine capacity or equivalence formula for forced induction capacity factor of 1.5:1. To ensure fair competition the organisers reserve the right to re-classify certain car and driver combinations.

5.6 CLASS D – Super Saloons & Road sports

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 any car that has an established benchmark lap time at Pembrey of 63 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. To ensure fair competition the organisers reserve the right to re-classify certain individual car and driver combinations.

5.7 CLASS S- Standard Production Class.

All vehicles must comply with the MSA General Regulations section J, K and Q. Vehicles and driver combinations must not run under a bench mark time of 71 seconds of Pembrey Circuit or be subject to ballast.

No vehicle is to exceed 120BHP.

Forced Induction is not allowed.

5.7.1 Engines

Engine and fuelling systems must be as originally fitted ,to the manufactures specification and capacity. Camshafts, pistons, valves and springs must remain as original material and specification. Oversizing of inlet or exhaust ports is prohibited. Engine ECU's must remain standard.

5.7.2 Exhausts

Exhaust manifolds must remain as originally fitted by the manufacturer. Exhaust system from the manifold back may be changed.

5.7.3 Suspension

Suspension mounting points and type must remain as originally fitted to the vehicle. Dampers and springs are permitted to be changed.

5.7.4 Brakes

Standard discs or drums as originally fitted by the manufacturer must be used. Friction material is free. ABS is not permitted unless fitted as standard.

5.7.5 Transmission

Gearbox specification must be as originally fitted by the manufacturer including ratios. Limited slip differentials are prohibited.

5.7.6 Wheels and Tyres

1.6mm Road legal E rated tyres from list Section L list 1A only are permitted with a minimum tread depth of at the start of each race. Slicks or cut slicks are prohibited. Wheel spacers up to 2.5cms are permitted. Wheels and tyres must remain as per the original size and specification as originally fitted by the manufacturer. Tyres must remain within the confines of the original wheel arch.

5.7.7 Bodywork and Chassis

No chassis stiffening is permitted unless originally fitted by the manufacturer with the exception of one engine bay stress strut being permitted. Bodywork and glass shall remain as originally fitted by the manufacturer. No aerodynamic aids or splitters are permitted unless originally fitted by the manufacturer

5.7.8 General Regulations

5.7.8.1 No timing equipment is allowed within the vehicle except for the MSA approved transponder.

5.7.8.2 Any vehicle that fails to meet the specification of Class S will be moved to the appropriate class at the discretion of the Eligibility Scrutineer.

5.7.8.3 The 2010 Class S Championship winner will be allowed to stay in class S for only one more season.

5.7.8.4 Vehicle Technical Specification Sheets for Class S cars must be submitted to the Eligibility Scrutineer 7 days before the first round of the Championship to be entered.

5.7.8.5 Competitors in Class S may change cars during a meeting as per MSA Regulation D 25.1.12 provided that a Vehicle Technical Specification Sheet for the new vehicle has already been submitted to the Eligibility Scrutineer.

6. Appendices

The following Commercial Regulations are "contractual" between the Entrant and/or Driver and the Organisers and/ or Promoters and are not considered by the MSA. Accordingly, the application of these Commercial Regulations by the organisers and/or Promoters will not be subject to the Judicial processes of either the Championship Stewards and/or MSA/MSJ

6.1 Race Organising Clubs and Contacts

- BARC (Thruxton Circuit), Andover, Hants, SP11 8PN.
Tel: 01264 882200 Fax: 01264 882233
- BARC (Pembrey Circuit), Pembrey, Carmarthenshire, SA16 0HZ.
Tel: 01554 891042 Fax: 01554 891387
- W.R.D.A. Robert Allender, (Sec) 50 Trallwn Road, Llansamlet, Swansea SA7 9XA
Tel: 01792 791686
- Championship Co-ordinator. Alan Jenkins, 63 Greenwood, Beaufort Road, Newport NP19 7 NR
Tel:01633 663920 Mob: 07753 617087 alan.jenkins1@ntlworld.com
- Championship Eligibility Scrutineer. Vince Brown, 32 Heol Eglwys, Cardiff, CF5 2NY
Tel: 02920 330660
- C'ship Clerk of Course. Phil Davies, Pembrey Circuit, Pembrey, Carmarthenshire, SA16 0HZ
Tel: 01554 891042

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 (optional), & Car Technical Specification Sheet must be completed in full.

See separate Sheets.