



2010 – DUNLOP MOTORSPORT NEWS SALOON CHAMPIONSHIP supported by Chris Knott Insurance

1.	SPORTING REGULATIONS - GENERAL	3
1.1	Title & Jurisdiction:.....	3
1.2	Officials:	3
1.3	Competitor Eligibility:	3
1.4	Registration:.....	4
1.5	Championship Rounds:	4
1.6	Scoring:.....	5
1.7	Awards:	5
2.	SPORTING REGULATIONS - JUDICIAL PROCEDURES	6
3.	SPORTING REGULATIONS - CHAMPIONSHIP RACE MEETINGS & RACE PROCEDURES	6
3.1	Entries:.....	6
3.2	Briefings:	7
3.3	Practice:	7
3.4	Qualification:	7
3.5	Races:.....	7
3.6	Starts:	7
3.7	Race Stops:	8
3.8	Re-Scrutiny:	9
3.9	Assembly Area/Pits & Pit lane Safety:.....	9
3.10	Race finishes:	9
3.11	Race Results:	9
3.12	Timing Modules:	9
3.13	Qualification Races.....	9

3.14	Operation of Safety Car	9
3.15	Driving Standards	11
4.	CHAMPIONSHIP RACE PENALTIES	11
4.1	Infringements of Technical Regulations:	11
4.2	Infringements of non-technical MSA Regulations and the Sporting Regulations issued for the Championship:	11
5.	TECHNICAL REGULATIONS.....	12
5.1	Introduction	12
5.2	General Description:.....	12
5.3	Safety:.....	12
5.4	General Technical Requirements & Exceptions:.....	12
5.5	Chassis:	13
5.6.	Bodywork:.....	14
5.7	Engine:.....	16
5.8	Suspension:	16
5.9	Transmission:	17
5.10	Electrics:	17
5.11	Brakes:.....	17
5.12	Wheels:	17
5.13	Tyres:.....	18
5.14	Weights:.....	18
5.15	Fuel Tank and Fuel:.....	18
5.16	Silencing:	18
5.17	Numbers & Championship Decals:.....	18
5.18	Miscellaneous:	18
6.	APPENDICES:	19
6.1	Race Organising Club and other useful Contacts:	19
6.2	Commercial Undertakings:	19
7.	REGISTRATION FORM:.....	19



1. SPORTING REGULATIONS - GENERAL

1.1 Title & Jurisdiction:

The **2010 – DUNLOP MOTORSPORT NEWS SALOON CHAMPIONSHIP** 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 Championship Regulations.

MSA Championship Permit No. Race Status: National B MSA Championship Grade: C

1.2 Officials:

1.2.1 Championship Co-ordinator

Andy Ratcliffe, Harvest Bank House, Lenham Heath Road, Sandway, Kent ME17 2NB
Telephone: 01622 858089 e-mail: andy.ratcliffe@talktalk.net

1.2.2 Licensed Eligibility Scrutineer:

Chris Gadd 25, Castle Dene, Maidstone, ME14 2NH
Telephone - 01622 670871 Mobile 07867 552109 email: chrisgadd@googlemail.com

Assistant Eligibility Scrutineer

Marc Herridge, 2 Cedar Drive, Southwater, Horsham, West Sussex, RH13 9UW
Telephone 07768 021030 e-mail: Marcherridge@scrutineer.fsnet.co.uk

1.2.3 Entry Secretary

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

1.2.4 Championship Stewards:

Any three of: Dale Wells – Alan Steele - Roger Burgess – Reg Powell

1.2.5 Championship Clerk of the Course:

The BARC SEC will ensure that a named Clerk of the Course will be approved and designated for each round.

1.3 Competitor Eligibility:

1.3.1 Entrants must be fully paid up valid membership card holding members of **the BARC South Eastern Centre**, 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 **the BARC South Eastern Centre**, be registered for the Championship and be in possession of valid Competition (Racing) NATIONAL B STATUS Licence.

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 championship by returning the Registration Form with the registration fee to the Co-ordinator prior to the Final Closing date for the first round being entered.
- 1.4.2 Registration Fee: Registration is £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 numbers will, wherever possible, be the permanent Competition numbers for the Championship
- 1.4.5 Registration shall only be deemed complete if the vehicle log data sheet is completed in its entirety, accompanied by colour photographs and submitted at the same time as the registration form.
- 1.4.6 The Organisers (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 championship, the BARC or motorsport into disrepute, evidenced by being previously penalised by a Clerk of the Course for such behaviour;
- 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 championship stewards who will uphold or decline the appeal via a majority decision.
- 1.4.7 The Organisers (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 championship 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 organisers 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 championship stewards who will uphold or decline the appeal via a majority decision. Competitors may appeal further to the National body. The Organisers will refer evidence to the MSA for consideration in these matters.

1.5 Championship Rounds:

The 2010 Dunlop Motorsport News Saloon Championship will be contested over 9 rounds at, Lydden, Snetterton, Brands Hatch, and Mallory Park Circuits as follows:-

Date	Circuit	Organising Club/Centre
* 28 March	Brands Hatch	MSVR
* 17/18 April	Brands Hatch	BARC HQ
* 16 May	Mallory Park	BARC
* 22/23 May	Brands Hatch GP	MSVR
* 26/27 June	Lydden	BARC SEC
* 31 July/1 Aug	Snetterton	BARC HQ
* 14/15 August	Brands Hatch	BARC HQ
* 2/3 Oct	Snetterton	MSVR
* 30/31 Oct	Brands Hatch	BARC HQ

Events indicated with a * are multiple race rounds with points scored in both races: see 1.6.4 & 3.5.3

Competitors' scores in the best 16 race results will count towards the championship results.

1.6 Scoring:

- 1.6.1 Points will be awarded to Competitors listed as classified finishers in the Final Results for each championship race as follows:-

Finishing position	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th in class and below
Points awarded	24	20	18	16	14	12	10	8	6	4

Plus one point for each competitor beaten in class up to an additional 5 points

- 1.6.2 The best 16 scores by a competitor from championship races will determine final championship points and positions. Unless any championship rounds or races are cancelled in which case the number of scoring results will be adjusted accordingly
- 1.6.3 Ties shall be resolved using the formula in Q3.4 in the 2010 MSA Yearbook.
- 1.6.4 In Multiple Race Rounds [see 3.5.2] two races will be run. Full championship points shall be awarded for both races at each event. Awards for the first race are at the organizers discretion.

1.7 Awards:

- 1.7.1 Awards for Championship rounds 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.
- 1.7.3 Championship [provided by the BARC South Eastern Centre:
Trophies to:
Overall Saloon Champion - BARC SEC Paddy Hopkirk Trophy for a maximum of 11 months
Class Champion (subject to three or more registered contenders in class)
Class Runner-Up (subject to five or more registered contenders in class)
Class Third Place Driver (subject to eight or more registered contenders in class)
- 1.7.4 Bonuses:
The Championship Organising Club will endeavour 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 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 BARC, BARC SEC or the Organising Club in good condition within seven days.

2. SPORTING REGULATIONS - JUDICIAL PROCEDURES

- 2.1 **Rounds:** In accordance with **Section C** of the **2010** MSA Yearbook.
- 2.2 **Championship:** In accordance with the **Section C** of the **2010** MSA Yearbook.

3. SPORTING REGULATIONS - CHAMPIONSHIP 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 will be **£300.00** but are expected to be in the region of **£230**.
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 initiate the selection process detailed in 3.1.7 & 3.1.8 below.
- 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 points 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 for each circuit visited.

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.

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 [Section Q](#) 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 Regulations [Section Q](#).

3.5 Races:

The format for rounds of the championship will be advised in SR's and/or Final Instructions.

3.5.1 The minimum scheduled distance shall be determined by the race format [see below] 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.

3.5.2 All rounds shall take the following format. The minimum period of practice to be provided is to be as specified in MSA regulations in respect of circuit lengths. Race 1 (up to 15 minutes) - grid based on practice times; Race 2 (up to 15 minutes) - grid based on finishing order of Race 1. Cars which retire from the first race, but are able to race in the second race will be placed on the back of the grid in the reverse order of retirement. Championship points will be awarded to Competitors listed as classified finishers in the Final Results as in 1.6.4. The standard minimum scheduled distance shall be 12 miles 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 round.

3.5.3 All rounds are multiple race rounds.

3.5.4 The procedure for qualification races is specified in 3.13

3.6 Starts:

All races will 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 on the grid to the start of the Green flag Lap(s) in the formation as specified on the Track Licence for each circuit.

3.6.2 The minimum Countdown procedures/Audible warning sequence shall be:-

1 minute to start of Green Flag laps - Start Engines/Clear Grid.
30 Seconds - Visible/audible warning of the start of Green Flag lap(s).

- 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 one-minute stage or driven into the pits on Green Flag lap shall be held in the pit lane, and may start the race after the last car to take the start from the grid has passed the start line or pit lane exit whichever is the later.
- 3.6.5 Any drivers unable to start the Green Flag lap or start are required to indicate their situation as per MSA Regulation **Q12.13.2** and any drivers unable to maintain grid positions on the Green Flag Lap to the extent that ALL other cars are ahead of them, may complete the Green Flag lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.
- 3.6.6 Excessive weaving to warm-up tyres - using more than 50% of the track width, and falling back in order to accelerate and practice starts, is prohibited.
- 3.6.7 A five second board will be used to indicate that the grid is complete. The red lights will be switched on five seconds after the board is withdrawn.

In the event of any starting lights failure the starter will revert to use of the National Flag.

- 3.6.8 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.
- 3.6.9 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 (3.6.8). 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.

3.7 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 restart from the original grid positions. Competitors unable to take the restart may be replaced by reserves who will start from the back of the grid in reserve order. Gaps on the grid should not be closed up. The length of the restarted race will be determined by the Clerk of the Course.

- 3.7.3 Case B: More than two laps completed by 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 distance or duration it shall not be re-started and the results will be declared in accordance with MSA Regulation Q5.4.3., unless the Clerk of the Course, in consultation with the Stewards deem it appropriate to restart the race.

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 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 pitlanes and paddock areas.
- 3.9.3 Refuelling: May only be carried out in accordance with the MSA Q13. Regulations, 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 required to: Progressively and safely slow down, remain behind any competitors ahead of them, return to the Pitlane Entrance/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 pitlane.

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 Championship 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

See sections 3.1.7 & 3.1.8 above.

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, of the MSA General Regulations.

- 3.14.2 It is anticipated that in most cases the Safety Car will join and exit the circuit from the pit lane, and that the Safety Car boards will be shown initially from the startline, if for safety reasons either of these procedures are to be varied a specific drivers and observers briefing will be given at the event, detailing the exact procedure to be used.
- 3.14.3 On the order from the Clerk of the Course, the Safety Car will join the circuit with its revolving lights on, regardless of where the race leader is.
- 3.14.4 When the order is given to deploy the Safety Car a stationary yellow flag and 'SC' board will be displayed at the start finish line, and subsequently at each flag post, as the Safety Car approaches their sector. A second yellow flag may be used at those points where additional hazards are present. 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 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 all 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 flashing lights prior to exiting the circuit. (It is recommended that a minimum of 25% of a lap for circuits over 2 miles, and 50% of a lap of circuits under 2 miles should be completed with the lights extinguished).
- 3.14.12 Following the withdrawal of the safety car and prior to passing the green flag, the race leader will maintain pace.
- 3.14.13 When the Safety Car pulls off the circuit a green flag will be waved at the start line and /or the green light shown. Overtaking remains strictly forbidden until the car passes the green flag at the start line. All flag posts will withdraw their yellow flag and "SC" board, in race direction rotation and replace them with a stationary green flag for one lap.
- 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.

3.15 Driving Standards

3.15.1 Any competitor who is reported to be involved in cases of contact, which in the opinion of Officials is avoidable, may be subject to the following immediate penalties:

3.15.2 During practice and / or qualifying: The competitor concerned will be Black Flagged and may be prevented from taking any further part in that session

3.15.3 During race: The competitor concerned will be penalised by way of a drive through penalty in accordance with MSA Regulation Q.12.6.

3.15.4 A drive through penalty being imposed will be notified by the use of a Black Flag or Black Flag and Penalty Board and must be taken within 3 laps of the notification being given. It will involve the competitor entering the pitlane, observing the pitlane speed limit between the 'in' and 'out' control lines, and exiting the pitlane to rejoin the race, without stopping at his / her pit.

3.15.5 Failure to comply with the imposition of a drive through penalty, will result in the car being black flagged and may result in exclusion from the race in question.

In the event that a penalty described above cannot be imposed for operational reasons during a race (i.e. within 5 minutes of the end of a race), the competitor concerned may be given a 30 second elapsed time penalty (and relative Licence Penalty Points) as an alternative.

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 REGULATION C3.3.

4.1.2 Arising from post race Scrutineering or Judicial Action:

Minimum Penalty: The provisions of MSA Regulations: C3.5.1.-C3.5.2.

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.-C3.5.2. .

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

As per 2010 MSA Judicial Procedure Regulations plus:

At any meeting, event, official qualifying or race, where any competitor shall be found guilty of any of the following offences, they shall forfeit all points in the championship gained solely at that event to that point during the event and shall be ineligible to score any points for the remainder of that event.

In the case of double header races or multi-races, where an offence below is committed during any qualifying session(s) or the first race, then points gained for the qualifying session(s) and the first race will be forfeited. Where an offence occurs during any subsequent race then the points solely gained for that race shall be forfeit.

Should two separate offences be committed, then all points shall be forfeited for that whole event, irrespective of the timing of the offence committed at that event.

The offences are:

a. Reckless or dangerous driving in the course of a meeting. (see C1.1.5.)

b. Careless driving in the course of a meeting (see C1.1.5.)

In order to maintain standards of conduct, the Championship Coordinator will monitor all Officials/Observers reports of adverse behavior at race meetings. If any individual is included on two such reports during one racing season he will receive written warning from the Championship Coordinator that his driving/behavior 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 Championship Stewards' enquiry, with possible loss of Championship points and refusal of further race entries.

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 principal that you cannot.

5.2 General Description:

The Dunlop Motorsport News Saloon Car Championship is for Competitors participating in Production Saloon and Hatchback cars.

All 2010 MSA GENERAL REGULATIONS & Section Q (Technical Regulations) & Section K APPLY as per the 2010 MSA Year Book. The general principle for eligibility shall be that the cars are modified versions of front engined series Production Saloon and Hatchback 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.

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 championship Eligibility Scrutineer if they have any doubts or queries concerning the eligibility of their cars.

- 5.2.1 The eligibility scrutineers may at ANY TIME during the course of an event carry out eligibility checks on competitors cars WITHOUT prior warning

5.3 Safety:

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

5.4 General Technical Requirements & Exceptions:

The Championship is to cater for Saloon and Hatchback cars which have been derived from cars homologated in FIA Appendix 'J' Group A (N) or Appendix 'J' 1981 Group 1,

or a Vehicle originally available through normal commercial channels of the manufacturer in quantities of not less than 100 vehicles within 12 consecutive months.

Class A Unlimited c.c. and Four Wheel Drive Vehicles. Modifications as per 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]. BTCC, Super touring, DTM, ETCC, or WTCC cars

Class B 3001- 3600cc multi-valve, 3601-4800cc Dual-valve
1601-2000cc forced induction

Class C 2001-3000cc: multi-valve. Up to 2601-3600cc dual valve
Upto 1600cc forced induction

Class D 1601-2000cc multivalve 2001-2600cc: dual-valve

Class E Upto 1600cc multivalve Up to 2000cc: dual valve

- 5.4.1 The class capacity may not be exceeded. Where capacity is exceeded for a particular car in a specific class, the car will be re-classed accordingly moving up the class scale.
- 5.4.2 Turbo or Supercharged engines can replace the forced induction components with conventional induction systems and run in the Class that the revised engine configuration would place them in provided that the model in this revised configuration is listed.
- 5.4.3 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.
- 5.4.4 *Number not used*
- 5.4.5 Any vehicle fitted with a motorcycle engine, or derivative, shall be deemed ineligible for any class.
- 5.4.6 Any vehicle deemed by the organising club as too dominant in a series of meetings may be subject to a temporary weight penalty.
- 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 organizing club
- 5.4.7 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.
- 5.5 Chassis:**
- 5.5.1 Class A
Steel monocoque construction only, the following panels must remain constructed in steel, Roof, Sills, transmission tunnels, floor, front bulkhead, door surrounds, windscreen pillars, otherwise unlimited modifications subject to complying with MSA Safety and Technical Regulations **Sections J, Q and K.**
- 5.5.2 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. 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 habitacle and habitacle 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 bumper level may be modified or removed, provided rear floor pan remains intact and structurally sound.
- 5.5.3 Front panels may be modified to allow fitting of or enlarged radiators, oil coolers or intercoolers. 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. Random inspection by the eligibility scrutineer or championship co-ordinator or appointed representative to all entries will be undertaken to prevent excessive weight removal jeopardising potential safety of the chassis, shell and bodywork.
- 5.5.4 Reinforcing of the chassis is allowed in all classes.
- 5.5.5 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.

5.5.6 CHASSIS MODIFICATIONS PERMITTED.

The removal of under body sealants. Minimal modifications to floor pan to allow the fitting of an exhaust silencer to MSA requirements or a fuel tank or safety cell.

5.5.7 Any vehicle that has previously raced in any BTCC, Supertouring, DTM, ETCC, WTCC race, or be deemed by the Championship Organisers to be of such a specification must enter class A

5.6. Bodywork:

5.6.1 **CLASS A CARS**

Steel monocoque construction only, the following panels must remain constructed in steel: Roof, Sills, transmission tunnels, floor, front bulkhead, door surrounds, windscreen pillars, otherwise unlimited modifications subject to complying MSA Safety and Technical Regulations **Sections J, Q and K.**

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

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

(b) Vehicles in all classes: Replacement of the front and rear wings 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

NOTE: 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.

For the purposes of mounting oil and fuel tanks and pumps the boot floor in-between the vehicle chassis rails and rearward of the rear axle line may be modified, irrespective of modifications the boot floor must remain a welded steel construction, the use of alloy plate or rivets to replace material removed is prohibited

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

(d) Cars must be fitted with working headlamps, a minimum of one each side of the car, size and shape of the headlamps are free but the total lamp lens area for each side of the car must be a minimum area of 7850mm², which is the equivalent area of a single round headlamp 100mm diameter, bulbs are free but must be of sufficient brightness that it obvious to scrutineers they are working and will be seen in the mirrors of other competing cars

Brake/stop lights must be operational on all cars. The stoplights must only work as a result of applying the brakes and the fitting of any type of other switching device is prohibited.

Rear Fog Lights must be fitted and operational in accordance with MSA regulation K5.1

(e) Standard wings, if retained, may be modified by working the original metal and/or fitting wing extensions which must be over the tyre in accordance with vehicle regulations.

(f) 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.

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

(h) spoilers and air-dams, it is permissible to fit a front and or rear spoiler, spoilers may not exceed the nominal width of vehicle bodywork at its widest point, and may not project forward or rearward of original bodywork including bumpers by more than 15cm. front spoilers may incorporate a lower splitter in the design, but must remain within stated size

allowances. No part of any front spoiler or splitter may extend rearward of the front axle line

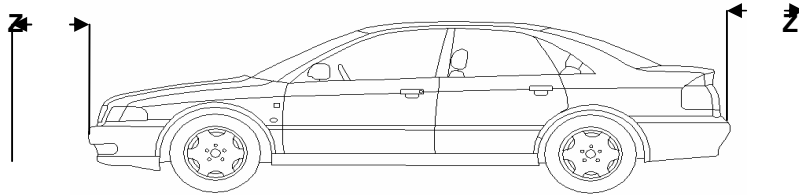
Class A cars rear spoilers - such devices must not extend beyond the maximum width of the original vehicle at its widest point, such devices must not be mounted above the maximum height of the roof panel or extend longitudinally from the body work by more than 100mm.

Classes B-E rear spoiler height may not be higher than 50% of the height of the rear window, unless the spoiler is homologated to fit the make and model of car by the original cars manufacturer., or fit any other form of aerodynamic device other than a front spoiler/air dam and or a rear spoiler.

(i) Class A may be fitted with a rear under floor diffuser, provided it does not extend forward of to the rear axle line, extend rearwards beyond the rear bumper or bodywork and meets MSA minimum ground clearance rules.

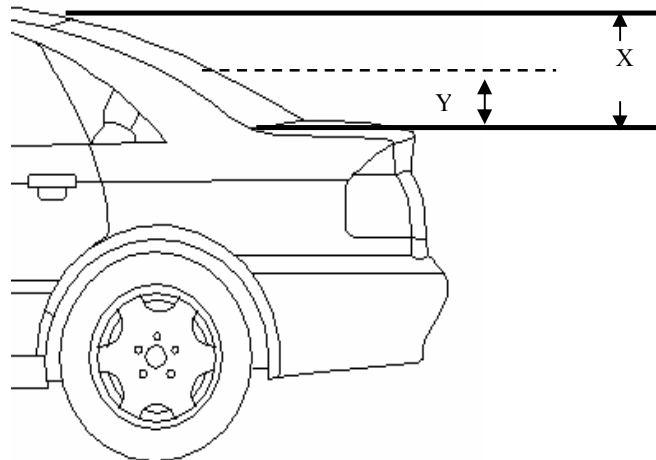
(j) It is prohibited in all classes to extend sills downwards or add panels to the underside of the car in between front and rear axle line to create a flat floor or other aerodynamic aiding device

5.6.1.1



Dimension Z = 15cm which is the maximum forward or reward projection allowable of any spoiler

5.6.1.2 classes B,C,D,E



Rear spoiler height may not exceed height of line "Y" which is 50% of line X, X being vertical height of rear windscreen.

5.6.2 Interior.

- (a) The driver's seat is unrestricted but should incorporate a head restraint.
- (b) It is permitted to remove the floor carpets, underfelt, sound insulation, head lining, the rear seats, and the front passenger seats.
- (c) It is permitted to carry out modifications on the window winders, instrument panel and all the driving controls.
- (d) 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.

5.6.3 Ground clearance.

The car may be lowered to give a minimum ground clearance as defined by MSA [J5.20.11.](#), i.e. 40 mm.

- 5.6.4 Wheelbase.
The wheelbase must remain as per original car within a tolerance of 5cm.

5.7 Engine:

The Championship is established for front-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-engined vehicles are eligible for this championship.

- 5.7.1 Class A.
Unlimited modification to all internal or external engine components

Engine is free including replacement with an engine from any other make or model of car. Only engines from mass produced production cars are eligible.

- 5.7.2 Classes B, C, D & E. **the engine must come from the same manufacturer as the body shell.**

If engine block is not as fitted to the original homologated model, or a subsequent variant as produced by the manufacturer and have a crankshaft which is interchangeable with the original unit. It shall be reclassified with a 50% capacity increase, i.e a 2000cc engine shall be classified as being 3000cc

In the event of any doubt as to the legality of any engine which uses a later type cylinder block than was originally fitted as a production version **but is to all intents and purposes the same and interchangeable with the cars original unit**, the competitor must produce technical data or workshop manuals for both the original engine block and the replacement which shows both blocks have the same number and diameter of main bearing journals

- 5.7.3 The replacements of all mechanical components, other than the cylinder block, is permitted. Modification to all components is permitted. **Cylinder block and crankshaft must remain in their original location as envisaged by the manufacturer within 5cm.**

- 5.7.4 Oil coolers, and additional water radiators are permitted providing they are located within the periphery of the bodywork.

- 5.7.5 Forced induction is allowed. Forced induction systems can be removed and replaced with carburetors or fuel injection systems and the model reclassified.

- 5.7.6 **Any engine fitted with a motorcycle cylinderhead or a multivalve cylinder head which is not a mass production unit as produced and fitted by motor car manufacturers on the normal production line shall have a 50% multiplication factor applied to its engine capacity, i.e a 2000cc car fitted with a motorcycle or non mass production car cylinder head shall be reclassified as having a 3000cc engine.**

- 5.7.8 Rotary engine prohibited except class A

- 5.7.9 For the purposes of calculating engine capacity of non rotary engines the following formula shall be used

$$R \times R \times S \times 3.14 \times C$$

R = radius of cylinder bore in mm
S = engines crankshaft stroke in mm
C = number of cylinders

- 5.7.10 The capacity of an engine should not exceed the capacity for the class however When calculating/checking engine capacity for eligibility purposes to allow for measuring errors and bore wear an engine shall be regarded as legal provided the engine does not exceed the capacity limit for its class **by 0.1%**

5.8 Suspension:

- 5.8.1 Class A unrestricted

5.8.2 Class B-E 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.

Suspension must retain original cars type and layout, i.e a Macpherson strut may not be replaced with wishbones, a trailing arm or wishbone cannot be replaced with a Macpherson strut

Independent rear suspension or a de dion axle arrangement cannot replace a live axle and a live axle cannot replace an independent or de dion axle

Cars fitted with suspension uprights/hubs which facilitate fitting of single wheel nut center lock type wheels shall have a 50% multiplication factor applied to there engine capacity, i.e a 2000cc car fitted with such uprights/hubs shall be reclassified as having a 3000cc engine

5.8.3 For live axle RWD cars is permissible to adapt the floor pan to accommodate additional axle location link, but the standard pick up points must be retained.

5.9 Transmission:

5.9.1 Class B-E (Class A is free) Differential and gearbox internals are unrestricted providing that gearbox remains 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.

Any car fitted with a main gearbox casing which was not original to the model or engine shall have a 50% multiplication factor applied to there engine capacity, i.e a 2000cc car fitted with a sequential gearbox shall be reclassified as having a 3000cc engine

5.9.2 PROHIBITED MODIFICATIONS: Any form of traction control device other than limited slip or locked differentials.

5.9.3 Sequential gearboxes are permitted
Cars fitted with sequential gearboxes shall have a 50% multiplication factor applied to there engine capacity, i.e a 2000cc car fitted with a sequential gearbox shall be reclassified as having a 3000cc engine

5.9.4 For the purposes of the championship, 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.

5.9.5 Gearbox casings not original to the engine or the bodyshell shall subject the engine to a 50% capacity multiplication factor

5.10 Electrics:

5.10.1 Exterior Lighting – see section 5.6.1 (d)

5.10.2 Rear Fog Light – see section 5.6.1 (d)

5.10.3 Batteries – must be fitted and working

5.10.4 Generators – must be fitted and working

5.11 Brakes:

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

5.12 Wheels:

5.12.1 Maximum wheel width limits apply to capacities:

Up to 1300cc	10in	Exceeding 1300 to 1600cc	10.5in
Exceeding 1600 to 2000cc	11.5in	Exceeding 2000 & over	13in

5.12.2 For Classes A - E diameters are free.

5.12.3 NOTE: Irrespective of the maximum size allowed, the wheel/tyre combination must fit within the confines of the allowable wheel arch/bodywork modifications outlined in Para's 5.3

5.13 Tyres:

5.13.1 TYRE SPECIFICATIONS: Maximum size must be within tyre manufacturers' recommended specifications to suit the wheel rim width. The type of tyre is free.

5.13.2 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited

5.14 Weights:

There is no minimum weight limit.

5.15 Fuel Tank and Fuel:

5.15.1 FUEL TANK: Any type of fuel tank or safety cell may be fitted provided it conforms to MSA safety requirements.

5.15.2 LOCATIONS: 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 floors

5.15.3 FUEL: All fuels listed in MSA competitors' yearbook 2010 under 'The Terminology' as pump fuel.

5.15.4 Fuel delivery system – all fuel pumps and filters are free

5.16 Silencing:

As per MSA Regulation **J5.16.5.** and **.J5.17.**

5.16.1 Class A – E: Exhaust systems are free provided MSA maximum decibel requirements are not exceeded. Side exit systems are legal. As per MSA Regulation .J5.16.

5.17 Numbers & Championship Decals:

5.17.1 In addition the MSA blue book requirement to have classic style 23cm (minimum) high black numbers affixed on white backgrounds measuring on a background measuring 33x48cm (minimum) on both front doors and the nose of the car, cars will also have to carry there race number on the back of the car, the number shall be a minimum height of 20cm, if attached to the rear window it must be white in colour if attached to the bodywork it must clearly contrast against the bodywork colour.

5.17.2 It is **mandatory** for competitors cars to carry ALL sponsor ship decals and logos **UNMODIFIED** as supplied by the BARC SEC, unless given specific exemption by the championship Clerk of the Course. No car may take part in any competition or score championship points unless there car is carrying the decals and logos.

5.18 Miscellaneous:

5.18.1 A Car Specification Sheet must be with the car when presented for scrutineering. If a manual or sheet specifically for the model was 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.

5.18.2 Ignition systems - systems are free in all classes

5.18.2 Steering – steering systems are free in all classes

6. APPENDICES:

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

6.1 Race Organising Club and other useful Contacts:

Race Organising Secretaries:

BARC SEC Cheryl Tilbury, 14 St Mary's Drive, Benfleet, Essex SS7 1LB
Tel: 07962 805001 E-mail: chezza@alrob.net

BRSCC Homesdale Business Centre, Platt Industrial Estate, Maidstone Road,
Borough Green. TN15 8JL
Tel: 01732 780100 E-mail: enquiries@brscc.co.uk

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

MSVR David Willey, Competition Secretary, MotorSport Vision Racing
Brands Hatch, Fawkham, Longfield, Kent, DA3 8NG
Tel: 01474 875202 Email: david.willey@motorsportvision.co.uk

6.2 Commercial Undertakings:

6.2.1 Trade Support.

Support for the 2010 BARC SEC Saloon Championship is being provided by DUNLOP TYRES and MOTORSPORT NEWS with additional support from **Chris Knott Insurance Ltd**

6.2.2 Vehicle Decals.

Championship vehicle stickers will be issued to vehicles competing in the DUNLOP MOTORSPORT NEWS SALOON CHAMPIONSHIP and these must be affixed to all vehicles in accordance with MSA GR section **J 4.1 - 4.18**. See section 5.17 above

6.2.3 Promotional activities.

Competitors competing in this championship are requested to make their vehicles available for promotional activities for all trade supporters listed above.

7. REGISTRATION FORM:

The registration form and vehicle log sheet are attached to this document. They should be completed as annotated and returned with the registration fee and relevant images of the vehicle to the address listed.