

5.4 DMN 2010

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.

(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

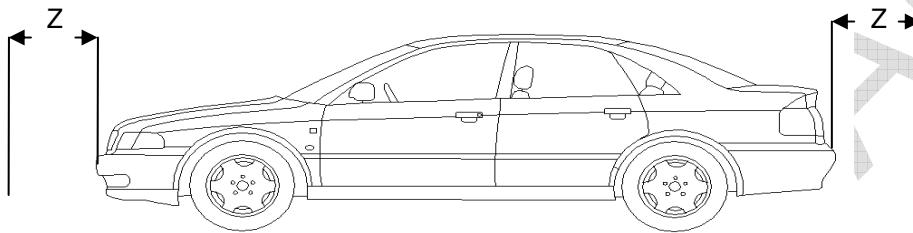
Class A cars no height restriction on rear spoiler.

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.

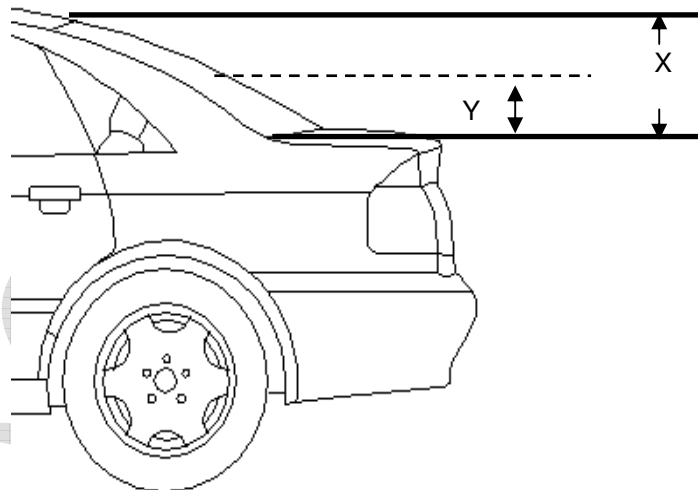
(j) it is prohibited in all classes to It is prohibited to extend sills downwards or add panels to the underside of the car in between front and rear axle line to create a flat floor or other aerodynamic aiding device

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 carburettors 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 their 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 it 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 their 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 their 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.

PROVISIONAL