

# Racing Update

Once again here I am as your committee's technical mouthpiece. If anyone wishes to contact me directly feel free to do so: you can find me at [bmwgraham@ntlworld.com](mailto:bmwgraham@ntlworld.com) or 01353 610109, 077747 868005 – So, onto business...

## DMN

**Driver rebates** In 2006 DMN drivers who competed in all the championship rounds received a rebate. This was to compensate for the fact that in 2006 AFTER the championship regulations were approved by the MSA some venues put their prices up to way beyond the maximums set in the regulations. For 2007 we managed to negotiate hard and cap the entry fees to a sensible figure, negating the need to give rebates, therefore there will not be any entry fee rebates given for 2007.

**Driving standards** There have been various comments regarding driving standards and enforcement over this last year: we have had instances where the COC's have been unable to act due to observers reports having incorrect car numbers on them, or the feeling that the COC's of the meeting have been too lenient in the event of poor or bad driving standards.

The committee is keen to remedy this and has come up with a two pronged attack. The first is to give the Championship Stewards additional powers for 2008 above and beyond penalties that the COC's may impose under Blue book regulations. Consequently the Championship Stewards will be given the powers to deduct championship points and/or refuse or revoke drivers entries for any number future rounds which, in the most severe of cases, could effectively result in a permanent ban from the championship.

The second course of attack is to improve the visibility of the race numbers attached to the cars. 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 car's nose. Cars will also have to carry their race number on the back of the car - the number shall be a minimum height of 12cm. 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. The scrutineers will be instructed to adopt a zero tolerance towards cars which do not comply with regulations regarding numbers. So get the numbers right or you won't race - it's as simple as that.

Other than above technical changes are as outlined in the last issue of the Brief Torque. To recap:  
Class A cars must be of a steel monocoque construction only.  
Class B cars have capacity limits of 2500cc forced induction, 4000cc multivalve, 6000cc dual valve.  
Class C 2500cc dual valve, 2000cc multivalve, and 1600cc forced induction.

Sequential gearboxes will be allowed in any class but any car with one will be reclassified as having an engine 50% bigger than it actually is. i.e. a 2000cc multivalve car which would normally run in class C will be classified as a 3000cc multivalve and therefore have to run in class B



**Graham Bahr**  
Drivers Rep

## **Tin tops**

No major changes for 2008, although I'm pleased to announce that we have a sponsor and the series will be known as The Cannons Tin Top Challenge, and thanks to the sponsor we will presenting end of year awards

to the best performing drivers based on their finishing positions. As a non-championship series we can't publish scores etc, but we will keep a running record with regards to driver performances. Currently the calendar includes rounds at Brands Hatch, Lydden, Castle Combe and Rockingham. More news and dates to follow

## **SSS**

2007 was the last year of Southern Sports and Saloons. For 2008 SSS will be combined with the new (sponsor to be announced) BARC Intermarque League, which is a catch- all series, saloons, sports, silhouettes, with classes in which pretty much anything with closed wheels and a car engine will be eligible, down to classes for up to 1400cc saloons which should suit the mini brigade well. We hope that with good support we can obtain championship status for 2009. In the interim it will be run as a league and cars and drivers will be ranked in the same manner as snooker and tennis players, with the highest ranking at the end of the year inline for recognition at our annual awards bash. Dates to be confirmed but we expect to put on a full calendar of at least 8 rounds taking in Brands, Silverstone, Lydden and Rockingham.