

# CHAMPIONSHIP BULLETIN 2020

## REGULATION AMENDMENTS & CLARIFICATIONS

### JUNIOR SALOON CAR CHAMPIONSHIP

**BULLETIN NUMBER** 01

**DATE OF IMPLEMENTATION:** 18<sup>th</sup> March 2020

**CHAMPIONSHIP PERMIT NO:** CH2020/RVD003

The following amendments are to be made to the official Championship Regulations already issued for the above Championship.

#### **Change 1:**

##### **Current Regulation:**

###### **Article CR 5.6.10 – Ground Clearance**

It is permitted to alter the ride height. Under no circumstance can any part of the bodywork or of the suspended part of the car be below a horizontal plane passing 75mm above the ground, the car being in normal racing trim with the driver aboard. A gauge of 75mm may be used by Scrutineers before or after races or practice to check the ground clearance.

##### **Amended Regulation:**

###### **Article CR 5.6.10 – Ground Clearance**

It is permitted to alter the ride height. Under no circumstance can any part of the bodywork or of the suspended part of the car be below a horizontal plane passing 75mm above the ground, the car being in normal racing trim with the driver aboard. A gauge of 75mm may be used by Scrutineers before or after races or practice to check the ground clearance. **The lower strut brace, mandatory on all cars from 2020 onwards is not included in area defined as below a horizontal plane passing 75mm above the ground (Regulation CR 5.8.1)**

##### **Reason:**

To create an allowance for the lower strut brace when the car is being checked for the legal ground clearance as the lower brace automatically sits below the horizontal plane passing 75mm above the ground when attached to the vehicle in its normal and intended position. The lower brace does not drop below the Year Book rule of minimum 40mm ground clearance.

#### **Change 2:**

##### **Current Regulation:**

###### **Article CR 5.7.5 – Induction Systems**

The complete standard induction system must be fitted in its entirety; it is not permitted to add any covering, whether heat-reflective/heat-resistant or not, to the inside or outside of any part of the induction system and the whole system must remain standard for the year of vehicle registered. Air filter elements may be removed or replaced by non-standard filter elements inside the standard casing. Standard fuel injectors must be retained; any butterfly damper weight on the throttle body may not be removed. No other modifications are permitted. The crankcase breather may vent direct to a catch tank instead of into the induction but any holes in the air filter housing/induction associated with the breather system must be blanked off. Exhaust systems must exit at the rear of the vehicle. Exhaust systems may not pass through the driver/passenger compartment. Standard exhaust manifold and front pipe (Citroen Pt. No. 170566)

must be retained and may not be modified. Except in the case of Mk2 engines, where the position of the lambda sensor may be changed to clear the remote filter and sensor wiring. An exhaust catalyser is mandatory; either the integral catalyser may be retained or it may be replaced with a 'sports' type catalyser. The remainder of the exhaust system including silencer is free but no part of the manifold, piping or silencer may have any covering or lagging, whether heat resistant, heat reflective or not.

### **Amended Regulation:**

#### **Article CR 5.7.5 – Induction Systems**

The complete standard induction system must be fitted in its entirety; it is not permitted to add any covering, whether heat-reflective/heat-resistant or not, to the inside or outside of any part of the induction system and the whole system must remain standard for the year of vehicle registered. Air filter elements may be removed or replaced by non-standard filter elements inside the standard casing. It is permitted to fit the air temperature sensor in the position shown in the following image when using the later version of the standard Saxo air box.



Standard fuel injectors must be retained; any butterfly damper weight on the throttle body may not be removed. No other modifications are permitted. The crankcase breather may vent direct to a catch tank instead of into the induction but any holes in the air filter housing/induction associated with the breather system must be blanked off. Exhaust systems must exit at the rear of the vehicle. Exhaust systems may not pass through the driver/passenger compartment. Standard exhaust manifold and front pipe (Citroen Pt. No. 170566) must be retained and may not be modified. Except in the case of Mk2 engines, where the position of the lambda sensor may be changed to clear the remote filter and sensor wiring. An exhaust catalyser is mandatory; either the integral catalyser may be retained or it may be replaced with a 'sports' type catalyser. The remainder of the exhaust system including silencer is free but no part of the manifold, piping or silencer may have any covering or lagging, whether heat resistant, heat reflective or not apart from it is permitted to fit a shield or to wrap the exhaust in the area directly next to the plastic oil filter housing to prevent it distorting and or melting.

### **Reason:**

To create an allowance for the specific positioning of the air temperature sensor when using the later version of the standard Saxo air box and to create an allowance for a shield to be fitted or wrapping of the exhaust within the area specified in the addition to the regulation above.

### **Change 3:**

#### **Current Regulation:**

#### **Article CR 5.8.1 – Suspensions (permitted modifications)**

It is permitted to alter the ride height within the constraints of 5.6.1. The original suspension configuration must be retained. Castor angle must be within the standard parameters. Front suspension must only utilise the standard Citroën Saxo VTR suspension strut with the Championship- specification GAZ

damper insert and the JSCC specified upper and lower strut braces must be fitted; rear dampers may only be the Championship specification GAZ adjustable units. These units will be sealed and must be purchased direct from GAZ Shocks (01268 724585). Each front damper may be fitted with one (only) Citroen Saxo VTR bump-stop which may only be modified by the removal of material. Front spring rate is free provided the standard mean spring diameter is retained and the spring is made from one continuous length of wire. The standard rear torsion bars must be retained and may not be modified, but may be re-positioned in order to adjust the ride height. Standard anti-roll bars must be retained and be properly connected. Standard chassis bump-stops must be fitted in the standard position.

**Amended Regulation:**

**Article CR 5.8.1 – Suspensions (permitted modifications)**

It is permitted to alter the ride height within the constraints of 5.6.1. The original suspension configuration must be retained. Castor angle must be within the standard parameters. Front suspension must only utilise the standard Citroën Saxo VTR suspension strut with the Championship- specification GAZ damper insert and the JSCC specified upper and lower strut braces must be fitted; rear dampers may only be the Championship specification GAZ adjustable units. These units will be sealed and must be purchased direct from GAZ Shocks (01268 724585). Each front damper may be fitted with one (only) Citroen Saxo VTR bump-stop which may only be modified by the removal of material. Front spring rate is free provided the standard mean spring diameter is retained and the spring is made from one continuous length of wire. The standard rear torsion bars must be retained and may not be modified, but may be re-positioned in order to adjust the ride height. Standard anti-roll bars must be retained and be properly connected. **It is permitted to replace the front anti roll bar bushes with aftermarket polyurethane bushes.** Standard chassis bump-stops must be fitted in the standard position.

**Reason:**

To create an allowance for aftermarket polyurethane bushes to be used on the front anti roll bar now that the original OEM Citroen part is not being manufactured anymore by Groupe PSA.

Issued by: David Wheadon

Position: Championship Coordinator

Date: 18/03/2020



**Cheryl Lynch**  
Race, Speed & Kart Executive



3<sup>th</sup> April 2020