



2013 – Quaife Intermarque Championship supported by Avon Tyres

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2013 – Quaife Intermarque Championship supported by Avon Tyres

1 Sporting Regulations General:

1.1 Title & Jurisdiction:

The 2013 – QUAIFE INTERMARQUE CHAMPIONSHIP supported by Avon Tyres 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. CH2013/R123

Race Status: National B MSA

Championship Grade: C

1.2 Officials:

1.2.1 Championship Co-ordinator:

Ken Angell: 6 Meadow Way, Petworth, West Sussex, GU28 0ER
Tel: 07803 129388 email SnKapril94@aol.com

1.2.2 Licensed Eligibility Scrutineers:

Brian Hopper: 21 Hurstlands, Oxted, Surrey RH8 0HF.
Tel: 07970041382 email: brianahopper@gmail.com

1.2.3 Championship Stewards:

Any three of: Brian Reeves – Jason Watkins – Jim Keenan – Reg Powell – Roger Burgess

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 2013 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, as a minimum.

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.

A competitor shall not take time off school to participate in motor sport without the prior written approval of their school. If participation in the Championship requires absence from school, Drivers in full time school education are required to have approval of their head teacher and a letter stating such approval from his/her school in order to fulfil registration for the Championship.

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 £30, made payable to BARC SEC

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- 1.4.3 Registrations will be accepted from 1st January 2013 until the closing date for entries to the last 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 a colour photograph & submitted at the same time as the registration form.

1.5 Championship Rounds:

The 2013 Quaife Intermarque Championship will be contested over 16 rounds at Brands Hatch, Cadwell Park, Lydden Hill, Snetterton, Silverstone and Castle Combe Circuits as follows:

* Date	Circuit	Organising Club/Centre
* April 20 & 21	Brands Hatch (Indy)	BARC HQ
* May 12	Cadwell Park	MSVR
* June 8 & 9 #	Brands Hatch (Indy)	MSVR
* June 15 & 16 #	Lydden Hill	BARC SE
* July 20	Snetterton 300	BRSCC
* September 7	Silverstone (National)	MSVR
* October 5	Castle Combe	CCRC
* November 2 & 3	Brands Hatch (Indy)	BARC HQ

Events indicated with a * are multiple race rounds with points scored in both races: see 1.6.1 & 3.5.3

Events indicated with a # are rounds for the Champion of Kent Challenge

1.6 Scoring:

Scoring does not apply to class I.

- 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

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.

Cars in class I will be disregarded for the purpose of awarding of points.

- 1.6.2 The best 15 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 reduced proportionally.
- 1.6.3 Ties shall be resolved using the formula in MSA Regulation W1.3.4 in the 2013 MSA Yearbook.

1.7 Awards:

- 1.7.1 Awards for Championship rounds will be provided by the organising club.
- 1.7.2 Per Round: Subject 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.

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- 1.7.3 Championship provided by BARC South Eastern Centre:
Trophies to: (subject to competing in a minimum of 50% of rounds)
Overall Class HR Winner – Duke of Richmond and Gordon Trophy for a maximum of 11 months
Overall winner from classes A to C – Rodhouse Cup
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 and account to HMRC using form FEU1 the quarterly return of payments made to non-resident entertainers and 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:- HMRC Personal Tax International, Foreign Entertainers Unit, St Johns House, Merton Road Liverpool, L75 1BB. Tel: 0151 472 6488. F: 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 **current** MSA Yearbook.

2.2 Championship:

In accordance with the Section C of the **current** 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 17 days before each round.

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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 £320.00 but are expected to be in the region of £280.00

Plus any 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 as detailed in 3.1.8.

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 2013, provided they have registered and entered before the closing date for that meeting.

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 **mandatory** 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.

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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.

Class HR: testing at a venue to be raced at is not permitted within 28 days prior to the race meeting at that venue, after the first meeting.

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 Q4.5.

3.5 Races:

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 partially on finishing order of Race 1. **For the remainder of the grid the organising club will employ regulation Q12.9.1 (f) to partially determine the grid positions for race 2.** 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 full points scoring round.

3.5.3 All rounds are multiple race rounds.

3.5.4 The procedure for qualification races is specified in 3.13

3.5.5 A last lap board will be shown to all drivers indicating they are starting the last lap.

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

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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 extinguish its roof lights indicating a start is imminent. The race will not start until the pace car pulls off the circuit at which point the two leading vehicles will continue at a similar speed and position 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 practice or qualifying session, 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, to slow to a safe and reasonable pace and to return either to the pitlane or to the starting grid which will automatically become a Parc Ferme area.

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

- 3.7.2 Case A - Less than two laps completed by Race Leader

The race will be null and void. The race will re-start from the original grid positions. Competitors unable to take the re-start may be replaced by nominated reserves who will form the back of the grid in reverse order. Gaps on the grid should not be closed up. The length of the re-started race will be determined by the Clerk of the Course.

- 3.7.3 Case B - More than two laps completed by 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 of part 2. The length of the re-started 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 usually be re-started (as per Q5.4.3) unless the Clerk of the Course, in consultation with the Stewards deem it appropriate to restart the race.

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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 Assembly Area/Pits & Pitlane 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/Pitlane: The other 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 Regulation Q13, 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 required to: Progressively and safely slow down, remain behind any competitors ahead of them, return to the Pit lane 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 pit lane.

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 Modules 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.
- 3.12.3 Class HR: A timing transponder must be fitted in the engine bay area, but no further forward than the front axle line.

3.13 Qualification Races:

See sections 3.1.8 above.

3.14 Operation of Safety Car:

- 3.14.1 The Safety Car will be brought into operation and run in accordance with Section Q Appendix 2 of the MSA General Regulations

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 may be Black Flagged and may be prevented from taking any further part in that session

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

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 Regulation: 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 MSA Regulation C3.5.1-C3.5.2.

Any competitor whose vehicle is excluded from the results in accordance with 4.1.1 or 4.1.2 will be subject to the following championship penalties:

- a) The event will be counted as one of the events contributing to their championship score and
- b) The competitor will be excluded from the event, forfeiting all championship points, prize money and awards and
- c) The competitor will forfeit 50 championship points, even if this results in a minus score.

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

As per **current** 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 MSA Regulation C1.1.5)
- b. Careless driving in the course of a meeting (see MSA Regulation C1.1.5)

In order to maintain standards of conduct, the Championship Coordinator will monitor all Officials/Observers reports of adverse behaviour 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/behaviour 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.

Anyone posting anything derogatory, defamatory, insulting, unfavourable or disrespectful in relation to the Championship or Series – including any of its participants, officials, partners or supporters – in any form of Social Media, would be dealt with in the same manner as if the comments had been published in the traditional print/broadcast media. In the worst instance

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this could mean exclusion from the championship/series, in the least it will be a deduction of points.

NB: for the avoidance of doubt the MSA may of course take any action as it considers appropriate, in addition to any action taken by the Championship Stewards.

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

5(2) General Description

The BARC Intermarque League is for Competitors participating in front engined Kit, Sports and Silhouette saloon cars.

All MSA General Regulations & Technical Regulations MSA Safety and Technical Regulations Sections J, Q and K apply as per the 2013 MSA Year Book. The general principle for eligibility shall be that the cars are modified versions of series Production Saloons, Hatchbacks, front or mid engined sports 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. Also front engined Silhouette cars which have body shells based on and recognisable as those of mass production saloon and sports cars.

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

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 front engined kit, sports and Silhouette saloon cars.

Silhouette cars to be based on production body shell shapes and recognisable as the make and model that the bodyshell is based on. Cars to use a steel tubular chassis.

The class engine capacity may not be exceeded. Cars may only be entered for classes appropriate to the actual engine capacity, including equivalence for forced induction.

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

The class structure will be as follows:-

CLASS A:

- Engines Up to 5000cc normally aspirated or 2050cc forced induction,
- Production Sports and Kit Cars over 2001cc or forced induction.
- Silhouette cars with multivalve engines other than those complying with regulations for class HR, with forced induction or engines exceeding 6cylinders

CLASS B:

- Production Sports and Kit Cars from 1601cc up to 2000cc

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CLASS C:

- Production Sports and Kit Cars up to 1600cc
- Silhouette cars with dual valve engines up to 6 cylinders

CLASS HR: Cars complying with the class HR regulations.

CLASS I: Invitation class, for steel bodied cars.

Class I, is a non points scoring invitation class for cars which do not comply with the championship technical regulations, any driver wishing to enter this class must apply in advance to the BARC SEC committee for approval, such approval may or may not be granted on a meeting by meeting basis. Cars entering this class must still comply with regulation 1.4.

5(5) CHASSIS

Tubular steel construction only

5(6) Body Work

5(6).1 Permitted Modifications

1. General:

Silhouette cars are free in body shell construction subject to being externally recognisable as a production based saloon or sports car, and complying with MSA safety and construction regulations

Silhouette cars must maintain the silhouette of the named saloon vehicle it is based on – and will be accepted at the discretion of the organising club.

Class HR only:

Based on any recognised manufacturers production body shape of 2 or 3-door configuration.

Maximum width 75" (1905mm)

Spoilers are free but must fall within the following parameters:

- (a) Maximum overall width including end plate 75" (1905mm)
- (b) Maximum chord of 14" (355.6mm)
- (c) Maximum end plate size 14" (355.6mm) square.
- (d) No part of the spoiler including endplate must extend beyond the rear bumper line or be higher than the roof line
- (e) No part of the spoiler may extend beyond the plan view of the bodywork.
- (f) Rear spoiler may not exceed width of bodywork

Front splitters may be fitted but must not protrude forwards past the bumper by more than 100mm and must not be wider than the extreme body width of the car in plan view.

Cooling ducts are permitted in the front panels. Any ducts must only feed air to the radiator and/or oil cooler and/or front brakes. Ducts must not extend rearwards beyond the front of the radiator with the exception of brake ducts. Wheels and tyres may not be visible through the ducts.

Bonnets may have up to three ventilation apertures up to a maximum of 54sq in (35000sq mm) each. These apertures must not feed air to any mechanical component and must have a grille fitted.

Louvre vents up to a maximum size of 5" X 8" (127mm X 203mm) in each location may be added to the top and/or rear of the wheel arches. They must blend in with the surrounding bodywork. No part of the wheel/tyre or mechanical components may be visible through the louver.

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Rear bumper or body work below bumper may have a maximum of 4 holes 75mm diameter drilled for the purpose of ventilation; tyres must not be visible through these holes.

No other non standard ducts, apertures or holes are permitted in any other panels, only those detailed above.

The appearance of Head, Tail and Indicator lamps must be defined by graphics.

The doors must be either hinged or retained by 4 pins/"R" clips both sides. If the doors are retained by pins the "R" clips must be linked together and defined as a releasing system (and capable of working as such; this may be tested at scrutineering). A clear notice must be applied to the outside of the door panel clearly defining the method of opening.

2. Interior

The drivers seat is unrestricted subject to complying with MSA safety regulations

It is permitted to remove the floor carpets, underfelt, sound insulation, head lining, the rear seats, and the front passenger seats.

It is permitted to carry out modifications on the window winders, instrument panel and all the driving controls.

Right hand drive only

3. Exterior

Ground clearance: The car may be lowered. The minimum ground clearance is as defined by MSA regulation J5.20.11, is 40mm.

Wheelbase: The wheelbase must remain as per the original car within a tolerance of 50.8mm.

5(6)2: Modifications prohibited

1. General

Class HR: The use of carbon fibre materials in the construction of floors and bulkheads and any body panels, except aerofoils and spoilers.

2. Interior

3. Exterior

5(7): Engine

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(7)1: Permitted Modifications:

This Series is established for front 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.

All classes EXCEPT class HR,

Engine and all internal modifications are free provided it is a mass production unit produced by a major car manufacturer.

Forced induction is permissible provided only a single turbo/supercharger is fitted with an intake diameter of a maximum of 58mm measured 52mm from turbine blades

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Class HR only:

Unless stated in these rules all engine components must remain original to the used engine.

All engines should confirm to the manufacturers homologation specification.

Table of Allowable Engines in class HR -

Engine	Bore of -	Stroke of -
Vauxhall C20XE & C20XEV 2.0 Litre 16V	86mm	86mm
Ford Zetec NGA (NGB / NGC) 2.0 Litre 16V	84.8mm	88mm
Ford Duratec IS7G or 4M5G	87.5mm	83mm

Bore / Stroke to be as produced with a maximum overbore of 1.5mm. Sleeving is allowed with 1.5mm overbore above standard.

Cylinder Block: The block may only be machined on the head gasket surface and to accommodate a dry sump system.

Pistons: The standard pistons may be replaced with any forged type. Machining of valve pockets is allowed.

Conrods: Ford Zetec has free use of conrods from Zetec NGA / NGB and NGC engines.

Steel conrods are allowed providing they retain the exact dimensions of the engines original.

On either steel or original conrods you may replace the big end bolts and machine to accommodate them. Gudgeon pins can be press fit or floating.

Conrods must not be lightened.

Crankshaft: Is to remain the engines original part.

Clutch and Flywheel: You may replace the flywheel with a lightweight steel version. Standard diameter ring gear must remain however.

You may use any twin plate clutch. (Minimum diameter 184mm (7.25"))

Balancing: You may balance the pistons, conrods, crankshaft, flywheel and clutch through drilling or machining / spot machining or hand grinding. Note that you must not lighten the crankshaft or conrods.

Cylinder Head: No altering or machining to any part of the cylinder head that is not expressly mentioned in these rules.

The area either side of the cam follower may be fettled if necessary to allow competition camshafts to rotate freely.

No enlarging / reducing or drilling of extra water ways in either the head / gasket or block.

The obsolete distributor housing on 16V heads may be reduced or blanked if applicable.

Fasteners / Headbolts / Studs: All fasteners are free (both internal and external). The only exception is the cylinder head to block fixings which should remain original.

Valves: You may use replacement valves providing they are stainless steel and to the following dimensions: (Shape may be changed)

		C20XEV Vauxhall	C20XE Vauxhall	Ford	Ford Duratec
Valve Head Diameter	In.	33.0mm	33.0mm	33.0mm	35mm
	Ex.	29.0mm	29.0mm	29.0mm	30mm

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Total Valve Length	In.	102.1mm + 0.1	104.8mm	96.5mm	103.4mm
	Ex.	92.25mm + 0.1	105.0mm	96.5mm	104.6mm
Valve Stem Diameter	In.	5.955mm to 5.97mm	6.955mm to 6.970mm	6.0mm	5.5mm
	Ex.	5.945 to 5.96mm	6.945mm to 6.960mm	6.0mm	5.5mm

Valve Guides: May be replaced but must remain in the original position. Bronze guides or thin wall bronze guide inserts are allowed.

Valve Springs / Top Caps and Collets: All free (spring seat may also be machined)
Camshafts and Followers: Camshafts are free. Cam Followers to be either standard hydraulic or solid. (Vauxhall XE solid lifters may be used in the Ford Zetec) You may machine to accommodate the lifters. **The use of vernier pulleys is allowed.**

Gas Flowing: Metal must not be added or removed from the combustion chamber or ports, **with the exception of the valve seat area which may be fettled but no further than the valve guide**

Spark Plugs: You may counter-sink the spark plug thread in the Ford Zetec cylinder head to enable usage of conventional spark plugs.

5(7).2: Prohibited Modifications

Class HR:

Fuel injection and/or forced induction is not allowed.

Heat treatment and shot peening of standard components is not allowed. In no way does the interchangeability of engines allow other parts such as gearboxes to be interchanged other than allowed in these regulations.

Bottom End:

Only the minimum amount of material required to balance components is allowed to be removed.

Lightening of components other than to balance is not allowed.

Cylinder Head:

Engines of more than 1600cc original capacity

Valve head diameter must remain as standard. No material may be added to the cylinder head assembly, including manifolds except for reasons of repair.

5(7).3: Location

Class HR only:

Engines must be a minimum of 76.2cm (30") forward of the centre-line between the front and rear axles, measured from the rear face of the engine block when viewed vertically

5(7).4: Oil/Water cooling

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

5(7).5: Induction Systems

Except Class HR free subject to MSA regulations

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5(7).6: Exhaust Systems

Exhaust systems are free provided MSA maximum decibel requirements are not exceeded.

Noise levels:

A limit of 105db applies to all classes

5(7).7: Ignition Systems

Except class HR: Unrestricted

Class HR

Ignition system must be supplied by MBE Systems Ltd (tel 01285 883030). The unit must have a fixed advance curve and limiter set at 8000rpm. The system must have the original MBE seal AND an SSHR seal.

All fuel pumps and filters and inlet manifolds are free.

Carburettor/s:

Engines to be fitted with a pair of DCOE/SP Weber (or corresponding Dellorto) throttles may not exceed 48mm. The maximum venturi size to be not more than 38mm when measured at the smallest point. Carburettors may not be fitted with throttle position or other electronic sensors.

An air filter must be fitted

5(8) Suspension

5(8).1 Permitted Modifications

Any single or double adjustable shock absorber permitted, meaning a single adjustable bump and single adjustable rebound only.

5(8).2 Prohibited Modifications

Active ride height or damping control.
Shock absorbers fitted with separate reservoirs.
Twin cylinder "piggy back" shock absorbers.
The use of more than one shock absorber per wheel.
Remote adjustment of any suspension component from drivers' cockpit.
Any other suspension components.

The use of any material other than steel in suspension arms and links

5(8).3 Wheelbase/track

Wheel base to be maximum 99" (2,515mm) and minimum 96" (2,438mm).

Track may not exceed 73.5" 1,865mm measured between outer extremities of wheel rims

5(9) Transmission

5(9).1 Permitted Modifications

All classes except class, HR: Sequential gearboxes are permitted

Cars fitted with sequential gearboxes shall move up a class

Steering wheel "paddle shift" gear change prohibited in all classes

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For the purposes of the series, 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

Class HR

Sequential Gearboxes prohibited, otherwise free other than being limited to a maximum of five forward gears and must be fitted with an operable reverse.

Only a live axle is permitted.

Clutch: You may use any twin plate clutch, minimum diameter 7.25 inches.

Driveshafts: To prevent tripod joint dislocation, washers maybe added to the driveshaft or the standard washers relocated on the driveshaft.

Gear Linkage: The gear linkage maybe modified to incorporate rose joints, welding is permitted.

Gear lever must operate in a conventional "H" pattern.

5(9).2 Prohibited Modifications

Any form of traction control device other than limited slip or locked differentials.

5(10) Electrics

Dash instruments and switches are free.

The use of data logging equipment is prohibited with the exception of RPM (engine speed), lap timing and on board camera; subject to MSA fitting requirements.

5(10).1 Exterior Lighting

5(10).2 Rear Fog Light

5(10).3 Batteries

Vehicle must be fitted with an onboard battery capable of restarting at all time when on circuit

5(10).4 Generators

Electrical generators must be fitted and in working order.

5(11) Brakes

5(11).1 Permitted Modifications

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

5(11).2 Prohibited Modifications

5(12) Wheels and Steering

5(12).1 Permitted Modifications

Steering systems are free in all classes.

CLASS HR only:

Wheels must be 10x 13" non centre lock type.

Irrespective of the maximum size allowed, the wheel/tyre combination must fit within the confines of the allowable wheel arch/bodywork modifications outlined in Section 5.6 above.

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5(12).2 Prohibited modifications

5(12).3 Dimensions

See 5(12).1

5 (13) Tyres

Tyre make is free except for in class HR

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

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

Class HR:

Only slick tyres manufactured by Avon are permitted.

The SLICK tyre must be marked 14975 and compound A37.

Serial numbers for SLICK tyres fitted to a car must be logged by an official of BARC SEC, BEFORE taking part in any race or practice, for ease of identification tyres may be marked or branded. The official of BARC SEC will be the eligibility scrutineer or person deputised by the eligibility scrutineer.

Slick tyres: Allocation

For a drivers first event up to 5 different slick tyres may be logged/used (these don't have to be "new" tyres).

Then one additional new or used tyre per meeting thereafter, except at Lydden Hill and at Castle Combe when two additional tyres may be allocated.

A maximum 14 different tyres for the whole season (8 meetings).

If a driver joins in after round one, they can only be allocated tyres at one per meeting for the remaining meetings, except where those meetings remaining are at Lydden Hill or Castle Combe, when two tyres can be allocated.

If a driver receives a free tyre courtesy of the championship sponsor, this will be part of his total allocation, not in addition to.

It is prohibited to cut or grove slick tyres

Intermediate tyres: There is no intermediate tyre option; cars may only use slicks or wets

Wet tyres,

Avon specification number 7168 compound A10 are the only allowable wet tyre with the exception that, * Drivers who have Hoosier wet tyres that were marked up and logged by a BARC SEC official in 2012 may continue to use them in 2013, NO other new or unmarked Hoosier tyres may be used

No additional cutting or modification to groves in wet tyres.

No limit to the number of wet tyres that may be used.

The use of any heating or heat retention devices is prohibited.

Punctured tyres: There is NO allowance for additional tyres to be introduced to replace any tyre that has been punctured.

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5(14) Weights and Success ballast

Class HR

The weight of the car shall be a minimum of 830Kg with the driver on board

Class A naturally aspirated space framed silhouette cars over 1701cc minimum weight 925kgs with driver on board

Class A forced induction space framed silhouette cars over 1701cc minimum weight 980kg with driver on board

The organisers reserve the right to change minimum weight limits during the season should that be deemed necessary MSA Regulation [D 11.1.3] applies.

5(15) Fuel Tank and Fuel

5(15).1 Type

Fuel Tank:

Any approved type of fuel tank or safety cell may be fitted provided it conforms to MSA safety requirements.

5(15).2 Location

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 floor. Either a fireproof bulkhead (between the tank and the cockpit) or a sealed housing for the tank must be provided.

5(15).3 Fuel

All fuels listed in MSA competitors' yearbook **2013** as pump fuel.

5(16) Silencing:

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

5(17) Numbers and Championship Decals

1. Decals to be displayed without modifications in suitable locations on vehicle bodywork, including windscreen visor on closed roof cars.
2. Series decals are supplied by BARC sec.

Race numbers must be positioned in accordance with MSA regulations.

5(18) Examination of Vehicles

The organisers (in addition to any other powers they may have under these Regulations) reserve the right before or after any race in the series to designate any one or more of the competing cars for special eligibility scrutineering. Upon such election being made the competitor shall immediately place the car under the control of the organisers and be deemed to have permitted all such scrutineering, examination and testing as the organisers may responsibly require to be undertaken.

The organisers have the right to:

Examine the car at the circuit for such period as they may reasonably require and take fuel samples and/or

Seal any part of the car for detailed examination at a post event location. If the organisers elect to conduct post-event eligibility checks on the car, the organisers shall endeavour to complete such checks prior to the next race in the series. If this is not possible, the results

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from the previous race remain provisional and the entrant must declare the sealed state of the car at future race meetings to the Clerk of the Course and Chief Scrutineer.

The sealed car and its components shall be presented by the competitor at their own expense at an agreed time/location for detailed examination within a specified period. The competitor will be advised in writing of the time, date and location of the subsequent testing or eligibility examination. Seals may only be broken under the supervision of an MSA official.

The overseen stripping of the engine or any other required component will be undertaken by the competitor and/or mechanic/technician nominated by the competitor.

The organisers reserve the right to re-inspect vehicles at any time during the course of the season, should there have been a regulation infringement or circuit incident

Competitors will be personally and solely responsible for ensuring that their cars comply with their registration details and with these regulations for each event at which they are entered. Failure to comply in either respect will be a breach of these regulations. Queries concerning eligibility should be referred in writing to the organisers / coordinator/ series Eligibility Scrutineer at least seven days prior to an event entered, to permit a ruling in advance of any meeting at which it is intended to compete.

It is the competitors responsibility to ensure components are in a condition which permits sealing, i.e clean for paint seals or drilled fasteners for wire or plastic MSA seals.

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 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 the MSA / MSC.

6.1 Race Organising Clubs & Other Useful Contacts:

BARC SEC	Cheryl Tilbury, 36 Albany Heights, Hogg Lane, Grays, Essex, RM17 5XN Tel: 07982 187650 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
Castle Combe Racing Club	Castle Combe Circuit, Castle Combe, Chippenham, Wiltshire, SN14 7EY Tel. 01249 782417

6.2 Commercial Undertakings:

6.2.1 Trade Support.

Support for the 2013 BARC SEC Intermarque Championship is being provided by R. T. Quaife Engineering and Avon Tyres (supplied by Waltham Services)

6.2.2 Vehicle Decals.

Series vehicle stickers will be issued to vehicles competing in the QUAIFE INTERMARQUE CHAMPIONSHIP and these must be affixed to all vehicles in accordance with MSA Regulation J4.1-4.18. See section 5.17 above.

All cars must also display the supplied Quaife windscreen visor and Avon Tyres decals.

6.2.3 Promotional activities.

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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.