



## 2013 – Cannons Motor Spares TinTop Championship

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## **2013 – Cannons Motor Spares TinTop Championship**

### **1 Sporting Regulations General:**

#### **1.1 Title & Jurisdiction:**

The **2013** – CANNONS MOTOR SPARES TINTOP 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. CH2013/R122 Race Status: National B MSA

Championship Grade: C

#### **1.2 Officials:**

##### **1.2.1 Championship Co-ordinator:**

Cheryl Tilbury: 36 Albany Heights, Hogg Lane, Grays, Essex, RM17 5XN  
Telephone 07982 187650 email: chezza@alrob.net

Preferred method of contact is email or text message. Available by telephone 6pm to 9:30pm weekday evenings and all day, until 9:30pm weekends.

##### **1.2.2 Licensed Eligibility Scrutineer:**

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

##### **1.2.3 Championship Stewards:**

Any three of: Brian Reeves – 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**

##### **1.4.3 Registrations will be accepted from 1st January **2013** until the closing date for entries to the last round.**

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- 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** Cannons Motor Spares TinTop Championship will be contested over 16 rounds at TBC Circuits as follows:

Date	Circuit	Organising Club/Centre
* April 20 & 21	Brands Hatch (indy)	BARC HQ
* May 5	Brands Hatch (Indy)	MGCC
* May 25	Brands Hatch (Indy)	MSVR
* June 15 & 16	Lydden Hill	BARC SE
* July 20 or 21	Snetterton 300	BRSCC
* August 25	Brands Hatch (Grand Prix)	MSVR
* September 7	Silverstone (National)	MSVR
* November 2 & 3	Brands Hatch (Indy)	BARC HQ

Events indicated with a \* are multiple race rounds: see 3.5.3

### 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

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.

- 1.6.2 The best 15 scores by a competitor from the 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 as follows:
- 1.7.2 Per Round: Subject to numbers of finishers in each class, trophies to:-  
Class winner  
2nd in class if five or more starters in class,  
3rd in class if eight or more starters in class,  
Classes where there are less than three starters may be amalgamated.
- 1.7.3 Championship to be provided by BARC South Eastern Centre  
Trophies to: (subject to competing in 50% of rounds)  
Overall TinTops Winner: Nightingale 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 placed 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 championship 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.

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 £275.00  
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.

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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 entered by 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 then 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 the 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.

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 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 on finishing order of Race 1. **The organising club reserve the right to employ regulation Q12.9.1 (f) to 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 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.

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.

3.6.7 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.

3.6.8 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

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### **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 reserves who will form up at 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.**

## **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.

## **3.13 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

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 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 you cannot

### 5.2 General Description:

BARC SEC CANNONS MOTOR SPARES TINTOP CHAMPIONSHIP is for Competitors participating in Production Saloon and Hatchback cars.

All 2013 MSA GENERAL REGULATIONS & Section Q (Technical Regulations) & Section K APPLY as per the 2013 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 series Eligibility Scrutineer if they have any doubts or queries concerning the eligibility of their cars. The eligibility scrutineers may at any time carry out eligibility checks on a competitors vehicle WITHOUT prior warning

### 5.3 Safety:

All MSA Section K Safety Criteria Regulations apply as relevant.

### 5.4 General Technical Requirements & Exceptions:

**The series 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.

T1	2201-3000cc multi valve 1601-2500cc forced induction 2201-3200cc dual valve
T2	2001-2200cc multi valve Up to 1600cc forced induction 2001-2200cc dual valve
T3	Up to 2000cc multi valve Up to 2000cc dual valve
T4	Up to 2020cc dual valve min weight 920kg Up to 1620cc multi valve min weight 900kg Air cooled engines
TP	Production regulation cars

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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.

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.

**EXTERNAL IDENTIFICATION OF THE MODEL:** 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.

Dual valve engines are defined as having one inlet and one exhaust valve per cylinder, multivalve engines are defined as having more than one inlet or exhaust valve per cylinder

Any vehicle fitted with a motorcycle engine, or derivative, shall be deemed ineligible for any class.

## **5.5 Chassis:**

Rear inner wings: No modifications other than to allow attachment of a shock absorber

Space framed cars are prohibited.

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.

It is prohibited to replace any panel or part panel from the unitary construction with any material other than steel.

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.

Reinforcing of the chassis is allowed in all classes.

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.

### **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.

Unless otherwise stated, it is prohibited to cut holes in or removed any fixed panels from the standard floorpan.

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.

Reinforcing of the chassis is allowed in all classes.

With the exception of suspension pickup points, removal of redundant brackets is permitted.

Inner rear wheel arches may be modified but only to give enlarged clearance to allow a coil over shock absorber to be fitted in place of a non coil over, or to allow the fitting of a shock absorber where one was not previously fitted.

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For live axle RWD cars it is permissible to adapt the floor pan to accommodate an additional axle location link to provide sideways axle location, i.e. fitment of a panhard rod or watts linkage

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.

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 ally plate or rivets to replace material removed is prohibited

## **5.6 Body Work:**

### **5.6.1 Permitted modifications**

#### **1. General:**

Replacement of the front wings with lightweight material panels is permitted on cars originally fitted with bolt on front wings provided they exactly retain the standard silhouette in side elevation. Bonnet and Boot lid 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.

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

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.

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.

Doors must be constructed from steel, but may be modified and lightened subject to them retaining original fitment door handles and latch mechanisms,

Plastic is permitted for side or rear windows.

Windscreens to be laminated glass only

Front Spoilers and air dams are permitted below the level of the road wheel centres providing they do not protrude beyond the original coachwork in plan view, including bumper, grill etc.

Rear spoilers: Only permitted rear spoilers are of original equipment or original manufacturers option

Class TP As above with the exception of items below,

No wheel arch extensions other than those available as original equipment parts.

All body panels to remain in same material as original equipment construction.

No modifications to inner or outer wheel arches.

Original equipment bumpers to remain fitted front and rear.

#### **2. Interior:**

The driver's seat is unrestricted but should incorporate a head restraint.

It is permitted to remove the entire interior trim dashboard and passenger seats included

## **PUBLISHED VERSION**

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

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.

Class TP as above with the following exception,  
Original upper dashboard section to remain fitted

### **3. Exterior:**

Plastic is permitted for side or rear windows minimum of 4mm thick. Windscreens must be laminated glass

Silhouette

The silhouette, above bumper level or wheel centres whichever is higher, excluding rear spoiler is to remain as standard production vehicle other than for the bonnet profile which may be raised by a maximum of 120mm.

Ground clearance.

Minimum ground clearance of 80mm,

### **5.6.2 Modifications Prohibited:**

#### **1. General:**

#### **2. Interior:**

**3. Exterior:** 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. or fit any other form of aerodynamic device other than a front spoiler/air dam and/or a rear spoiler

## **5.7 Engine:**

### **5.7.1 Permitted Modifications:**

Unlimited internal modifications allowed to engines, subject to compliance with the rest of the regulations

"The engine cylinder head and block must be externally identifiable as that fitted to the original model or specified option"

For the purpose of these regulations, a dual valve engine is one fitted with a maximum of one inlet and exhaust valve per cylinder, a multivalve engine is any engine fitted with more than one inlet or exhaust valve per cylinder

Where a cylinder head comes from another production vehicle from the same manufacturer, then this vehicle will be classified in class T1 regardless of engine capacity

#### **Turbo charged engines**

For all rear wheel drive cars, and front wheel drive models which were first produced after 1992, all air entering a turbocharger must pass through an orifice no bigger than 38mm diameter and at the narrowest point a minimum of 3mm wide, measured a maximum of 53mm from the front face of the turbo charger, otherwise turbo chargers specification is free

Supercharged engines must retain the original production supercharger for the make and model of vehicle.

Forced induction is allowed only on makes and models of car where it was originally manufacturers supplied and fitted option

## PUBLISHED VERSION

Forced induction engine cars: The forced induction components can be replaced 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.

Restrictions on forced induction cars: Only 1 fuel injector per cylinder may be used (excluding cold start injector if fitted) water injection prohibited, multiple turbos prohibited, turbo anti lag systems prohibited,

Any vehicle fitted with a motorcycle engine, or derivative, shall be deemed ineligible for any class.

Rotary engines not permitted in any class

**Class TP** as above except maximum cc of 2000cc dual or multivalve, forced induction prohibited

### 5.7.2 Prohibited Modifications:

Water injection prohibited.

Dry sump lubrication prohibited on liquid cooled engines

Only a single supercharger or turbocharger may be fitted

It is prohibited to replace a supercharger with a turbo charger or vice versa.

Only engines from mass produced production cars are eligible.

A maximum of 1 operational fuel injector per engine cylinder permitted

### 5.7.3 Location:

1. Front mounted liquid cooled, or rear mounted air cooled up to 2000cc
2. Cylinder block and crankshaft must remain in their original location as envisaged by the cars original manufacturer within 5cm

### 5.7.4 oil water cooling:

1. Oil coolers, and additional water radiators are permitted providing they are located within the periphery of the bodywork
2. cooling systems are free
3. Dry sump lubrication permitted on air cooled engines only

### 5.7.5 Induction systems:

Forced induction is only permitted on cars for which it was an original manufacturers option.

Intercoolers, free subject to being located in original manufacturers location and being mounted wholly within engine bay

### 5.7.6 Exhaust systems:

The use of Inconel in the manufacture of exhaust manifolds is prohibited, otherwise exhaust free subject to complying with MSA regulations.

### 5.7.7 Ignition systems:

Free subject to MSA regulations.

### 5.7.8 Fuel delivery systems:

Free subject to MSA regulations.

## 5.8 Suspension:

### 5.8.1 Permitted modifications

## **PUBLISHED VERSION**

1. Standard pick-up points must be retained although not necessarily used. Additions or modifications of springs, shock absorbers, and suspension heights are permitted.
2. The fitting of adjustable suspension components and Watts linkage or panhard rod

### **5.8.2 Prohibited modifications**

1. 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.
2. 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.
3. A coil spring cannot replace a leaf spring
4. Class TP, standard pickup points must be used, Remote reservoir shock absorbers prohibited, With the exception of strut top mounts, it is prohibited to replace any suspension or steering bush/joint with spherical bearings

### **5.8.3 wheelbase/track**

Track is unrestricted provided wheels and tyres fit within confines of bodywork. The wheelbase is to remain as per original car within a tolerance of 5cm.

## **5.9 Transmission:**

### **5.9.1 Permitted modifications**

1. Differential and gearbox are unrestricted providing that they remain in the original location within 5cm.
2. Sequential gearboxes are permitted provided an original equipment factory fitted option for the make and model of vehicle. Any vehicle equipped with a sequential gearbox shall move UP one class. **If vehicle was already in class T1 it may remain in T1 subject to a 100kg increase in minimum weight**

### **5.9.2 Prohibited modifications**

1. Any form of traction control device other than limited slip or locked differentials.
2. Transaxles and carbon fibre propshaft/driveshafts are prohibited unless fitted to the original homologated model.
3. Sequential gearboxes prohibited in class TP
4. Sequential gearboxes may not be fitted to any vehicle where such a gearbox was not an original equipment option as fitted by the motor manufacturer on the original production line.

## **5.10 Electrics**

### **5.10.1 Exterior lighting**

1. Cars must be fitted with original equipment headlamps in working order
2. 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.

### **5.10.2 Rear Fog Light**

1. Rear fog lamp to comply with MSA blue book (K) 5.1
2. Vehicles carrying a single rear fog lamp are required to have working tail lights

### **5.10.3 Batteries**

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

#### **5.10.4 Generators**

1. Generators must be mechanically driven. Drive method is free but must be capable of keeping a vehicles battery charged whilst vehicle is on track

### **5.11 Brakes:**

#### **5.11.1 Permitted modifications**

1. Brakes are unrestricted with the exception of brake disc material,

#### **5.11.2 Prohibited modifications**

1. Carbon brake discs

### **5.12. Wheels/steering**

#### **5.12.1 permitted options**

1. Diameters are free.
2. 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
3. Steering system is free

#### **5.12.2 Prohibited modifications**

#### **5.12.3 Dimensions see 5(12)1**

### **5.13. Tyres**

1. TYRE SPECIFICATIONS: Maximum size must be within tyre manufacturers' recommended specifications to suit the wheel rim width. The type of tyre must be from MSA list 1A or 1B.
2. The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited
3. Maximum tyre widths apply dependant on class  
**T1 245mm, T2 225mm, T3 215mm, T4 205mm, TP 205mm**
4. For the avoidance of doubt, imperial sized tyres below may be used subject to the metric equivalents complying with the regulations

6.0/21.0-13 (185/50-13)  
7.0/21.0-13 (195/50-13)  
7.0/22.0-13 (215/50-13)  
8.0/22.0-13 (215/45-13)  
8.0/22.0-15 (215/45-15)  
7.0/22.0-15 (195/45-15)

### **5.14. Weights**

Minimum weights including driver

Up to 1000cc	600 Kgs
1001 to 1100cc	650

## PUBLISHED VERSION

1101 to 1200cc	680
1201 to 1300cc	700
1301 to 1400cc	710
1401 to 1500cc	750
1501 to 1600cc	800
1601 to 1700cc	815
1701 to 1800cc	825
1801 to 1900cc	855
1901 to 2000cc	865
2001 to 2100cc	890
2101 to 2200cc	905
2201 to 2300cc	930
2301 to 2400cc	965
2401 to 2500cc	990
2501 to 2600cc	1010
2601 to 2700cc	1030
2701 to 2800cc	1050
2801 to 2900cc	1070
2901 to 3000cc	1100
3001 to 3100cc	1120
3101 to 3200cc	1135
3201 to 3300cc	1170
3301 to 3400cc	1210
3401 to 3500cc	1230
3501 to 3600cc	1250
3601 to 3700cc	1270
3701 to 3800cc	1250
3801 to 3900cc	1285
3901 to 4000cc	1320

Forced induction cars up to 1600cc., add 1.25 multiplication to engine capacity (eg 1400 x 1.25 = 1750cc)

Over 1600cc 1.5 multiplication (e.g. 2000cc x 1.5 = 3000cc)

**CLASS TP** minimum weight 1050kgs including driver

### 5.15. Fuel Tank & Fuel:

#### 5.5.1 Type

1. Any type of fuel tank or safety cell may be fitted provided it conforms to MSA safety requirements.
2. Fuel delivery system – all fuel pumps and filters are free.

#### 5.15.2 Locations:

1. Tank location free subject to it complying with safety regulations

#### 5.15.3 Fuel:

1. All fuels listed in MSA competitors' yearbook 2013 under 'Section B, Nomenclature & Definitions' as pump fuel.

### 5.17. Silencing:

1. 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.
2. Championship decals are supplied by BARC sec.



## **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

### **6.2 Commercial Undertakings:**

#### **6.2.1 Trade Support.**

Support for the **2013** BARC SEC Saloon Championship is being provided by Cannons Motor Spares and Quaife Engineering.

#### **6.2.2 Vehicle Decals.**

Championship vehicle stickers will be issued to vehicles competing in the CANNONS MOTOR SPARES TINTOP 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.

#### **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.