

2017 Scrapco Metal Recycling Ltd/Avon Tyres Intermarque Championship

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1. Sporting Regulations General

1.1 Title & Jurisdiction:

The 2017 SCRAPCO METAL RECYCLING LTD/ AVON TYRES INTERMARQUE 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: CH2017/R066. Race Status: National B

Championship Grade C

1.2 Officials:

1.2.1 Championship Co-ordinator: Krissy Taylor, email: krissytaylor4107@hotmail.com

Tel: 07976 929667 (no calls after 9 PM)

1.2.2 Licensed Eligibility Scrutineers: Nigel Thorne, Barford Stream Cottage, Churt Road, Churt, Farnham, Surrey. Tel: 07899 796199

Assistant scrutineer: Graham Bahr 27 Chiefs Street, Ely Cambs, CB6 1AT. Tel: 07747 868005, Andy Stokes, 6 Pennycord Close, Selsey, Chichester. PO20 0UF

1.2.3 Championship Stewards:

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

(G) 2.7. Championship Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved Championship regulations.

(G)2.7.1 Championship Stewards are also empowered to consider any requests from the Championship co-ordinator to penalise any Competitor for any breach of Championship regulations after holding a formal hearing to impose a penalty in accordance with C.2.1.1 (subject to the rights of appeal provided for in Section C).

(W) 2.21. The championship Stewards can only adjudicate upon any disputed, irregularities or appeals arising from the approved Championship Regulations. They are also empowered to consider any request from the Championship Co-ordinator to penalise any Competitor for breach of Championship Regulations and, after holding a formal hearing, to impose a penalty in accordance with C.2.1, subject to the rights of appeal to the MSC provided in Section C.

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 2017 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.

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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 but before Oct.1st 2017,

1.4.2 Registration Fee: Registration is £40.00, made payable to BARC SEC, .

1.4.3 Registrations will be accepted from 1st January 2017 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.

1.5 Championship rounds:

The 2017 Scapco Metal recycling Ltd/ Avon Tyre Intermarque Championship will be contested over 16 rounds :

Date:	Circuit:	Organising Club/Centre:
• 25/26 March	Brands Hatch	BARC HQ
• 8 April	Snetterton 300	BRSCC
• 10/11 June	Brands Hatch#	MSVR
• 2 July	Rockingham	BARC HQ
• 29/30 July	Brands Hatch#	BARC HQ
• 2/3 Sept.	Donington	BARC HQ
• 23/24 Sept.	Brands Hatch	BARC HQ
• 4/5 Nov.	Brands Hatch	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

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1.6 Scoring:

1.6.1 Points will be awarded to Competitors listed as classified finishes in the Final Results for each championship race as follows:

Finishing position 1st 2nd 3rd 4th 5th 6th 7th 8th 9th 10th 11th 12th
Points Awarded 40 35 32 30 28 26 24 22 20 18 16 15

13th 14th 15th 16th 17th 18th 19th 20th 21st 22nd 23rd 24th 25th

14 13 12 11 10 9 8 7 6 5 4 3 2 All other finishers receive 1 point.

The senior's cup will be for drivers aged 51 or over on March 1st 2017 who will be eligible. The points they accrue are solely based on where they finish in the race as listed above.

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 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 2017 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 finishes in each class, trophies to: Class winners if three or more starters in class, 2nd in class if five or more starters, 3rd in class if eight or more starters in class..

1.7.3 Championship provided by BARC South Eastern Centre: Trophies to: (subject to competing in a minimum of 50% of rounds) Overall Intermarque winner – Duke of Richmond and Gordon Trophy for a maximum of 11 months.

Runner up (subject to five or more registered contenders in class) third place driver (subject to eight or more registered contenders in class).

1.7.4 Presentation: Winners Caps or Garland and Trophies are to be provided for presentation at the end of each race or at the 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.

1.7.5 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 payment 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 make to non- U.K.residents.

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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

1.7.6 Title to all Trophies: In the event of any Provisional Results of 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. Championship event Meetings and Race Procedures

2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the closing date for entries before each event.

2.1.2 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.

2.1.3 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. D25.1.12 applies

2.1.4 The entry fee for each event shall be specified in the SRs and on the entry form

2.1.5 Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin

2.2 Briefings:

Organisers should notify Competitors of the times and locations for all briefings in the Final Instructions for the meetings. Competitors must attend all briefings.

2.3 Qualification Practice

2.3.1 Should any Practice session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session; the decision of the Clerk of the Course shall be final

2.3.2 Each driver shall complete a minimum of 3 laps in the car to be raced, and in the correct session, in order to qualify (MSA Regulations Q4.5).

2.4 Races

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or re-run the race (Q).5.4.) (1.6.4. above applies)

2.5 Starts:

2.5.1 All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet.

2.5.2 The start will be via a Rolling Start.

The minimum Countdown procedure/audible warnings sequence shall be:-

i: 1 Minute to start of Green Flag/Pace Lap – Start Engines/Clear Grid

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ii: 30 seconds – Visible and audible warning for start of Green Flag/Pace Lap

2.5.3 Any car removed from the grid after the 1 minute stage or driven into the pits on the Green flag lap shall be held in the pitlane and may start the race after the last car has passed the startline or pitlane exit, whichever is the later to take the start from the grid.

2.5.4 Any driver unable to start the Green flag/Pace Lap or start are required to indicate their situation as per MSA Regulation (Q)12.13.2 In addition any driver unable to maintain grid positions in 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.

2.5.5 In the event of any starting lights failure the Starter will revert to the use of the National Flag.

2.6 Session Red Flag

Should the need arise to stop any race or practice, 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 to the pit lane, during practice, and to the starting grid area, during a race, unless otherwise directed by officials.

Cars may not enter the pits unless directed to do so. Work on cars already in the Pits must cease when a race is stopped.

2.7 Pits, Paddock and Pitlane Safety:

2.7.1 Pits and Paddock: Competitors must ensure the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.

2.7.2 Pitlane; The outer 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 respect the pit lane speed limits.

2.7.3 Refuelling: May only be carried out in accordance with the MSA General Regulations, the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.

2.7.4 Speed Limit: Pit Lane Speed Limit will be advised in the supplementary regulations or final instructions.

2.8 Race Finishes:

After taking the Chequered Flag drivers are required to :

- I. Progressively and safely slow down
- II. Remain behind any competitors ahead of them
- III. Return to the Pit Lane Entrance/Paddock Entrance as instructed,
- IV. Comply with any directions given by Marshals or Officials
- V. Keep their helmets on and harnesses done up while on the circuit or in the pitlane.

2.9 Results:

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All Practice timesheets, Grid, 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. (MSA regulations (D)26.3.)

2.10 Timing Modules:

All cars must be fitted with a fully operational timing module. Failure to comply will result in that car not being timed and possibly excluded.

2.11 Qualification Races:

If any event is oversubscribed the Organising Club may at their discretion run Qualification Races.

2.12 Operation of Safety Car

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

2.13 Onboard Cameras

Any on board footage must be surrendered to the Clerk of the Course if requested.

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3. Specific Championship Regulations

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 £390.00 but are expected to be in the region of £340.00.

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 and 3.1.8 below.

3.1.6 Reserves are to be nominated on the Final List of Entries published with the Final Instructions or Amended 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

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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 places 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 2017, 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 the 'tie' shall be split by referring to date and time 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 or the centre website. All briefings are mandatory. Competitors must attend all briefings or they may be fined.

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.

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 of this championship. Penalty will be exclusion from the meeting concerned.

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.

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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. 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 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 maybe 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.

3.7.2 Case B – More than two laps complete by Race Leader but less than 75% of time elapsed: The race will re-start 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.

3.7.3 If the leader has completed more than 75% of the race distance or duration it shall not usually be restarted (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 represented to Scrutineers before continuing in the races or practice.

3.9 Operation of Safety Car:

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3.9.1 The Safety Car will be brought into operation and run in accordance with Section Q Appendix 2 of the MSA General Regulations Minimum Penalty: The provisions of MSA Regulation C3.3

Arising from post-race Scrutineering or Judicial Action:

3.10 Driving Standards

3.10.1 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:

3.10.2 During practice and/or qualifying: The competitor may be Black Flagged and may be prevented from taking any further part in that session.

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

3.10.4 Any competitor's car which is competing with an onboard camera, must make the footage available to the clerk of the course if requested.

4 Specific Championship Penalties:

In accordance with Section C of the current MSA Yearbook and _____.

4.1 Infringements of Technical Regulations:

4.1.1 Arising from post-practice scrutineering or Judicial Action:

Minimum Penalty: The provisions of MSA Regulations: C3.3

4.1.2 Arising from post-race scrutineering or Judicial Action:

Minimum Penalty: the provisions of MSA Regulation C3.5.1 (a) and (b).

For infringements deemed to be of a more serious nature the Clerk of the Course will invoke the provisions of Regulation C3.5.1.

4.3 Additional Championship penalties

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: Driving in a manner Incompatible with General Safety (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

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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. This will also include threats of or actual physical abuse.

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 Championship is for Competitors participating in front engined Silhouette saloon cars. Cars not complying with the technical regulations may be accepted in a non points scoring guest class at the discretion of BARC south eastern centre

All MSA General Regulations & Technical Regulations MSA Safety and Technical Regulations Sections J, Q, and K apply as per the 2017 MSA Year Book. The general principle for eligibility shall be that the cars are front engine Silhouette cars which have body shells based on and recognisable as those of mass produced saloon and coupe 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.

Classes

Class HR 4speed Intermarque cars fully compliant with technical regulations

Class TR 5/6 speed Intermarque cars fully compliant with technical regulations

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Guest class cars not complying with the technical regulations. Anyone wishing to race in the guest class must apply in writing for consideration of an entry to the BARC south eastern centre committee and include full technical details of car . For the avoidance of doubt only naturally aspirated 4 cylinder 2 wheel drive cars will be considered. Entry to the guest class will be considered on a meeting by meeting basis. All guest cars shall start from the back of the grid.

5.3 Safety

All MSA Appendix Section K Safety Criteria Regulations apply as relevant.

For the avoidance of doubt competitors attention is drawn to the following specific MSA Year book references:

Roll Cages – diagonal (K1.3.4) and door bars (Drawing K11g) (see also Q19.14.3)

Door bars may be removable, subject to compliance with MSA Yearbook K1.3.7 Removable Members. Should removable members be used in the construction of a ROPS, the demountable joints used must comply with an approved type (see drawings K21 to K30). The screws and bolts must be of adequate diameter and of ISO Standard 8.8 or better. FIA homologated demountable joints are also permitted.

Seat Belts K.2.1.3 the crotch strap must be mounted with a hook and eye type anchorage point welded to a reinforcing plate.

FIRE EXTINGUISHER Minimum standard required see MSA yearbook reference K3.1.4 Large plumbed in extinguisher.

Seats must conform to MSA Regulation K2 in its entirety, the mountings as described in 2.2.1

OVERALLS: Clean Flame-Resistant overalls must be worn. Acceptable Standards FIA 8856-2000 MSA yearbook Reference K9.1.1

- (a) Effective means of ventilating the passenger compartment
- (b) Means of access on either side of the passenger compartment, operable from the inside and the outside and sufficient in size to remove the occupant without impedance by door locking devices. See MSA yearbook Q19.2.5 on page 281.

5.4 General Technical Requirements & Exceptions:

The Championship is to cater for front engined Silhouette saloon cars.

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

The minimum height from the flat floor of the car to the roof is 106cms (41.75")

External identification of the model: All cars must be externally recognisable as the model as entered. Manufacturer's 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.

Based on any recognised manufacturers production saloon car body shape of 2 or 3 door configuration. Any new marque, that has not been previously used, must be approved by the committee.

5.5 Chassis

Tubular steel construction only.

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Towing eyes. These must be clearly marked and be substantial. See MSA yearbook reference Q19.1.3

5.6 Body Work:

5.6.1 Permitted Modifications

1. General:

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.
- (g) Rear diffuser may not extend beyond the rear bumper.

Front splitters may be fitted, but must not protrude forwards past the bumper line by more than 100mm, they may not be wider than the extreme body width of the car in plain view and may only incorporate one single upright corner or winglet each side of the car.

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.

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.

Specifically no rear facing apertures permitted in wheel arches.

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. All doors must be capable of being opened from the inside in accordance with Q19.2.5

2. Interior

The driver's seat is unrestricted subject to complying with MSA safety regulations.

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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.

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

2. Interior

3. Exterior

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

5.7 Engine

Dual-valve engines are defined as having one inlet 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 engined vehicles only.

Amendments and alterations to engine arrangements within these regulations do not permit the relocation of the engine to the rear of the chassis/shell.

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.

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.

	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 4MSG	87.5mm	83mm

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.

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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 completion camshafts to rotate freely. No enlarging/reducing or drilling of extra waterways 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).

		C20XE Vauxhall	C20XE Vauxhall	Ford	Ford Duratec
Valve Head Diameter	Int.	33.0mm	33.0mm	33.0mm	35.0mm
	Ext.	29.0mm	29.0mm	29.0mm	30.0mm
Total Valve Length	Int.	102.1mm +0.1	104.8mm	96.5mm	103.4mm
	Ext.	92.55mm +0.1	105.0mm	96.5mm	104.6mm
Valve stem Diameter	Int.	5.955mm to 5.97mm	6.955 to 6.970mm	6.0mm	5.5mm
	Ext.	5.3945mm 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 of 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 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.

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

Vauxhall engine timing wheel, you may use an after market steel type provided it is an exact replica (in size and dimension) of the original type.

5.7.2: Prohibited Modifications

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

5.7.4 Oil/Water Cooling:

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

5.7.5 Induction Systems: 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 38 **Class HR**, 36mm **Class TR** when measured at the smallest point. Carburettors may not be fitted with throttle position or other electric sensors.

An air filter must be fitted.

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:

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. The eligibility scrutineer or his deputy have the right to require a driver to exchange

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their registered MBE box for a similar control box provided by the organisers. This may be done without notice and at any time during, before or after an event.

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

No suspension and other listed components in the cockpit area see MSA yearbook J5.2.1

5.8.3 Wheelbase/track

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

5.9 Transmission

5.9.1

Class HR

only a "H" pattern 4 speed gearbox with a 1:1 top gear ratio may be used. Any final drive axle ratio is permitted. Only gearbox casings manufactured by Ford, Quaife or Elite may be used.

Class TR

5 or 6 Speed H Pattern gearboxes permitted, Or A Quaife QBE60G sequential 6 speed Gearbox fitted with the following ratios. 1st 2.400 2nd 1.840 3rd 1.333 4th 1.150 5th 1.000 6th 0.889

The only permitted final drive ratio's for Class TR are 3.89 or 3.9

5.9.2 Prohibited Modifications:

Steering wheel "paddle shift" gear change

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 fittings requirements.

5.10.1 Exterior Lighting

5.10.2 Rear Fog Light required as per MSA blue book. Cars must be fitted with TWO operational brake lights.

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5.10.3 Batteries

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

5.10.4 Generators

Electrical generators and self-starts must be fitted and in working order. The self-starter must be capable of starting the car at any time as per MSA yearbook J5.14.3 and J5.14.6

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. Wheels must be 10" x 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.

5.12.2 Prohibited Modifications: No ceramic wheel bearings.

5.12.3 Dimensions See 5.12.1

5.13 Tyres:

Competitors are required to submit a self-declaration form to the scrutineers prior to qualifying at each event. This will show a maximum of six tyres per event.

Maximum size must be within tyre manufacturers' recommended specifications to suit the wheel rim width.

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

Only slick tyres manufactured by Avon are permitted. The SLICK tyre must be marked 14975 and compound A37.

Slick tyres Allocation:

For the first event of the season up to 6 different slick tyres may be logged/used (these don't have to be "new" tyres, but they can be). Then one additional new or used tyre per meeting thereafter, except at Rockingham and Donington when two additional (new or used) tyres may be allocated/used. A maximum of 16 different tyres for the whole season (8 meetings). If a driver joins in after round one, they can only be allocated 5 new tyres for their first meeting (they can use an additional used tyre), and then at one per meeting for the remaining meetings, except Snetterton, Rockingham and Donington 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 of groove 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, No additional cutting or modification to grooves in wet tyres. No limit to the number of wet tyres that may be used. The use of any heating or heat treatment devices is prohibited. **Punctured tyres**: there is NO allowance for additional tyres to be introduced to replace any.

5.14 Weight and Success ballast

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In class HR it will be 850kgs including driver , in class TR it will be 875kgs including driver. The weight for class TR may be increased or decreased dependant upon performance.

The organisers reserve the right to change minimum weights during the season should that be deemed necessary MSA Regulation (D11.1.3) 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. Purpose made fuel tanks made be housed in the cockpit area provided they are totally enclosed in a sealed housing. Also the use of metal braided fuel hose is mandatory. Fuel pumps are NOT permitted in the cockpit area.

5.15.3 Fuel

All fuels listed in MSA competitor's yearbook 2017 as pump fuel.

~~It is the driver's responsibility to provide a hose with suitable coupling so that fuel samples can be taken safely from a point near the engine, either the fuel rail or the carburettor.~~

All cars must be fitted with a dry break fuel coupling within a 30cm distance of the carburettors to allow fuel samples to be taken without any dismantling of fuel lines, Drivers must have a suitable coupling hose available in parc ferme

5.16 Silencing

As per MSA Regulation J5.16.5 and J5.17

5.17 Number and Championship Decals

1. Decals to be displayed without modifications in suitable locations on vehicle bodywork, including windscreen visor on closed roof cars. Scrapco Metal Recycling will be providing a windscreen visor, which all cars must display in the correct position. AvonTyres and Quaife will supply stickers for display on both sides of the car.

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

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elect to conduct post-event eligibility checks on the car, the organisers shall endeavour to complete such checks prior to the next race events in the series. If this is not possible, the results 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 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 competitor's 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 the 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/MSA.

6.1 Race Organising Clubs & Other Useful Contacts:

6.2

BRSCC	Homedale Business Centre, Platt Industrial Estate, Maidstone Road, Borough Green TN15 8JL Tel: 01732 780100 Email: enquiries@brscc.co.uk
BARC HQ	Thruxton circuit, Andover, Hampshire Sp11 8PN Tel: 01264 882200 Email: 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

Commercial Undertakings

6.2.1 Trade Support

Support for the 2017 BARC SEC Scrapco Metal Recycling/ Avon Tyres Intermarque Championship is being provided by Avon tyres (supplied by Waltham Services).

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6.2.2 Vehicle Decals

All cars must also display the supplied Scrapco Metal Recycling Ltd and Avon Tyres decals. Series vehicle stickers will be issued to vehicles competing in the SCRAPCO METAL RECYCLING LTD/ AVON TYRE INTERMARQUE CHAMPIONSHIP and these must be affixed to all vehicles in accordance with MSA Regulation J4.1-4.18 See Section 5.17 above.

6.2.3 Promotional activities

Competitors competing in this Championship are required 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 contained within the registration document.