

2017

**Quaife Modified Saloon Car Championship
Organised by**

BARC South Eastern Centre

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1. Sporting Regulations General
 - 1.1 Title & Jurisdiction
 - 1.2 Officials
 - 1.3 Competitor Eligibility
 - 1.4 Registration
 - 1.5 Championship Rounds
 - 1.6 Scoring
 - 1.7 Awards
2. Sporting Regulations – Judicial Procedures
 - 2.1 Rounds
 - 2.2 Championship
3. Sporting Regulations – Championship Race Meetings & Race Procedures
 - 3.1 Entries
 - 3.2 Briefings
 - 3.3 Practice
 - 3.4 Qualification
 - 3.5 Races
 - 3.6 Starts
 - 3.7 Race Stops
 - 3.8 Re-Scrutiny
 - 3.9 Assembly Area/Pits & Pit lane Safety
 - 3.10 Race Finishes
 - 3.11 Race Results
 - 3.12 Timing Modules
 - 3.13 Qualification Races
 - 3.14 Operation of Safety Car
 - 3.15 Driving Standards
4. Championship Race Penalties
 - 4.1 Infringements of Technical Regulations
 - 4.2 Infringements of Non -Technical MSA Regulations & the Sporting Regulations issued for the championship
5. Technical Regulations
 - 5.1 Introduction
 - 5.2 General Description
 - 5.3 Safety
 - 5.4 General Technical Requirements & Exceptions
 - 5.5 Chassis
 - 5.6 Bodywork
 - 5.7 Engine
 - 5.8 Suspension
 - 5.9 Transmission
 - 5.10 Electrics
 - 5.11 Brakes
 - 5.12 Wheels/Steering
 - 5.13 Tyres
 - 5.14 Weights
 - 5.15 Fuel Tank & Fuel
 - 5.16 Silencing
6. Appendices
 - 6.1 Race organising Clubs and Other Useful Contacts
 - 6.2 Commercial Undertakings
7. Registration Form

2017 Quaife Modified Saloon Car Championship

1 Sporting Regulations General:

1.1 Title & Jurisdiction:

1.2

The 2017 Quaife Modified Saloon Car 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/R064

Race Status: National B

Championship Grade: C

1.2 Officials:

1.2.1 Championship Co-ordinator:

Ken Angell, 6 Meadow Way, Petworth, West Sussex. GU28 0ER. Tel: 07803 129388 e-mail: snkapril94@aol.com

1.2.2 Licensed Eligibility Scrutineer: Eligibility Scrutineer:

Nigel Thorne, Barford Stream Cottage, Churt Road, Churt, Farnham, Surrey. Tel: 07899 796199.

Assistant Scrutineer: Graham Bahr, 27 Chiefs St, Ely, Cambs 07747 868005

1.2.3 Championship Stewards: ,

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

(A) be fully paid up valid membership card holding members of the BARC South Eastern Centre

(B) be Registered for the Championship and

(C) be in possession of a valid MSA Entrants Licence

(D) drivers of cars rated at 340 bhp per tonne (or more) must hold a minimum of a National A licence in accordance with Q9.1.2

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- 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 competitors must register 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 the second to last round.

- 1.4.2 Registration Fee: Registration is £40, made payable to BARC SEC. Paper entry forms will not be issued

- 1.4.3 Registration numbers will, wherever possible, be permanent Competition numbers for the Championship..

- 1.4.4

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1.5 Championship Rounds:

The 2017 Quaife Modified Saloon Car Championship will be contested over 16 rounds at Brands Hatch and Snetterton, as follows:

	Date	Venue	Organising club
*	25/26 March	Brands Hatch	BARC HQ
*	8/9 April	Snetterton 300	BRSCC
*	29/30 April	Brands Hatch	MGCC
	29 May	Brands Hatch	Morgan Car Club
*	29/30 July	Brands Hatch	BARC HQ
*	19/20 August	Brands Hatch	MSVR
	9/10 September	Brands Hatch GP	MSVR
*	23/24 September	Brands Hatch	BARC HQ
*	4/5 November	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

- 1.5.1 In accordance with MSA regulation D11.1 the organisers reserve the right to amend the published list of dates and rounds, in which case, all registered competitors will be informed of the amendments by Official Bulletins posted to the address specified on the Official Registration Form.

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.

Where a class has only one starter, points for that class will be reduced by 50%

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 totals from all qualifying Events run less 1 will determine final championship points and positions.
- 1.6.3 Ties shall be resolved using the formula in MSA Regulation W1.3.4 in the 2017 MSA Yearbook.
- 1.6.4 Where the race distance has been reduced (2.6) it shall still count as a full points scoring round.

1.6.5 DELETED.

1.7 Awards:

- 1.7.1 Awards for Championship rounds will be provided by the organising club.

- 1.7.2 Per Round: Subject to finishers in each class, trophies to:-
Class winners
2nd in class if five or more starters in class,
3rd in class if eight or more starters in the class.

- 1.7.3 Championship provided by the BARC South Eastern Centre: Trophies to: (subject to competing in a minimum of 50% of rounds)
Overall Saloon Champion - BARC SEC Paddy Hopkirk 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 Place Driver (subject to eight or more registered contenders in class)

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- 1.7.4 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. Failure to attend may result in forfeiture of award. 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 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.
- 1.7.6 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 CHAMPIONSHIP EVENT MEETINGS AND RACE PROCEDURES.

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).

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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

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 completion 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.

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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:

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 possible 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 SectionQ, Appendix 2 of the MSA General Regulations. Code 60 flag will not be used

2.13 Onboard Cameras

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

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 £380.00 but are expected to be In the region of £320.00 Plus any Late Entry Surcharge imposed by the race meeting organisers for any entry received after the closing date specified in the Regulations for each round.
- 3.1.5 In the event of any rounds being oversubscribed the Organising Club; in liaison with the Coordinator may at their discretion initiate the selection process detailed in 3.1.7 & 3.1.8 below.
- 3.1.6 Reserves are to be nominated on the Final List of Entries published with Final Instructions or Amendment Sheet Bulletins. All Reserves will practice and replace withdrawn or retired entries in Reserve Number order irrespective of class. If Reserves are given Grid Places prior to issue of the first Grid Sheets for any round, the times set in Practice shall determine their grid positions. If Reserves are

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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 2017, provided they have registered and entered by the closing date for that meeting. For the final meeting of the year, drivers must have competed in at least one previous round of the championship during 2017.

In the event that the previous number of championship rounds competed in produces a "tie" with multiple competitors with equal entitlement to an entry exceeding available grid size available the "tie" shall be split by referring to date and time of receipt and opening of the entry with priority going to the earliest.

3.2 Briefings:

Organisers should notify competitors of the times and locations for all briefings in the Final Instructions for the meetings or via the centre website. 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 Q4.5. 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. 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

3.6 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.

3.6.7 A five second board will be used to indicate that the grid is complete. The red lights will be switched on five seconds after the board is withdrawn.

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

3.6.8 Towards the end of the Rolling Lap(s) the pace car will extinguish its roof lights indicating a start is imminent. The race will not start until the pace car pulls off the circuit at which point the two leading vehicles will continue at a similar speed and position on the approach to the start line. All cars will start racing when the signal lights or starting flag is shown as advised in the Supplementary Regulations/Final Instructions.

3.6.9 Aborted Start:

If the start is aborted prior to the pace car pulling off, the pace car will lead the field around the circuit for an additional lap and a new start will be attempted. The race will not start until the pace car pulls off the circuit, at which point the two leading vehicles maintain speed and position approaching the start line (3.6.8). If the start signal is not given, the grid will proceed around the circuit maintaining speed, and position to attempt another start. At the discretion of the Clerk of the Course, the race distance may be reduced accordingly following aborted starts.

3.7 Race Stops:

3.7.1 Should the need arise to stop any practice or qualifying session, RED LIGHTS will be switched on at the Startline and RED FLAGS will be displayed at the Startline and at all Marshals Signalling Points around the Circuit.

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return either to the pitlane or to the starting grid which will automatically become a Parc Ferme area.

Cars should not enter the Pits unless directed to do so or unless repairs are necessary. Work on cars already in the Pits must cease when a race is stopped

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

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3.7.3 Case B - More than two laps completed by Race Leader but less than 75%:

The race will restart from a grid set out by the finishing order of part one (as per Q5.4.2). 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 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 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. In the event of no official timekeepers being in attendance the grid positions for the first race will be based upon current championship positions

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. Code 60 flag will not be used.

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.

3.15.4 Any car which is competing with an onboard camera, must make available any footage which the clerk of the course may request at any time.

4 SPECIFIC CHAMPIONSHIP 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 (a) and (b).

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 (c).

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) Driving in a manner incompatible with general safety and/or departing from the standard of a reasonably competent driver (MSA regulation C 1.1.5)
- b) Any contravention of Flag or Light signals (MSA regulation C 1.1.6)

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.

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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. No modifications permitted except as listed below.

5.2 General Description:

The Quaife Modified Saloon Car Championship is for competitors participating in modified Production Saloon and Hatchback cars.

All 2017 MSA GENERAL REGULATIONS & Section Q (Technical Regulations) & Section K APPLY as per the 2017 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 championship 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 MSA K2.1.3.or 2.1.4 and K3.1.2.(a) to apply

5.4 General Technical Requirements & Exceptions:

The Championship 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.

For the avoidance of doubt To be eligible cars must originally been manufactured with a minimum of 4 full size seats capable of seating 4 adults in comfort. Models originally sold/marketed or described as 2+2 seating are not eligible. **No GT cars permitted.**

Class engine capacities as per table below:

Class A	Upto 5990cc 2551-4000cc forced induction turbo charged maximum 5 cylinders, 45mm intake 2551-4000cc forced induction super charged 6 cylinder, 45mm intake Upto 2050cc Four Wheel Drive Vehicles maximum 4 cylinders 50mm intake size
Class B	upto-2550cc forced induction turbo charged maximum 5 cylinders maximum 50mm intake upto-2550cc forced induction super charged maximum 6 cylinders maximum 50mm intake
Class C	3001- 3600cc multi-valve 3601-4800cc dual-valve
Class D	2021-3000cc multi-valve 2501-3600cc dual-valve Up to 2050cc 4 Cylinder PRODUCTION forced induction, maximum intake size 50mm. See additional notes

Class E	Up to 2020cc multi-valve Up to 2500cc dual –valve
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5.4.1 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 by moving up the class scale.

5.4.2 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.

“To be eligible for class D with forced induction, the car must have originally been manufactured with forced induction and the following components must be visibly externally identifiable as being production options for the make/model of car concerned: Engine cylinder block and head, turbocharger, exhaust manifold, intake throttle body and gearbox casings. Except for final drive ratios, all other gear ratios to remain as manufacturers production ratios.

5.4.3 EXTERNAL IDENTIFICATION OF THE MODEL. All cars must be externally recognisable as the model as entered. Manufacturers’ decals/badges can be removed but if they are retained they must relate to the model as entered, in particular badges relating to engine capacity.

5.4.4 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 in the engine.

5.4.5 Any vehicle fitted with a motorcycle cylinder head, motor cycle engine, or derivative, shall be deemed ineligible for any class.

5.4.7

All forced induction engines must be fitted with either a 45mm or 50mm internal diameter restrictor at a maximum of 53mm from the extremes of the compressor blade. this diameter must be complied with regardless of the temperature conditions. The minimum width of the narrowest point of the restrictor will be 3mm. All air entering the engine MUST pass through the restrictor, it must be fitted so as to leave NO gaps where air can bypass it. Scrutineers may check that no air bypasses the restrictor by blocking it whilst the engine is running. Failure of the engine to stop within 4 seconds or not allowing the scrutineers to carry out the check will be deemed a non-compliance and possible exclusion. The restrictor must be fitted with drilled bolts to allow the fitment of a numbered MSA wire seal. Any restrictor which has had a seal attached shall be considered NON-compliant if the seal is removed or broken after any subsequent competition (race or practice), unless it was removed with the express permission of the championship eligibility scrutineer or his/her appointed deputy. Anti surge slots/holes are permitted provided they are not visible externally and are compliant with all aspects of the regulations regarding air intake and restrictors.

5.5 Chassis:

5.5.1 Class A (Division 1)

Steel monocoque construction only, the following panels must remain constructed in steel: roof, sills, transmission tunnels, floor (including boot floor), front bulkhead, door surrounds, windscreen pillars, Original front inner wings and original chassis rails must remain fitted and intact to a point at least as far forward as the front axle line otherwise modifications are free subject to complying with MSA Safety and Technical Regulations Sections J, Q and K. No spaceframe or part spaceframe chassis/subframes allowed

5.5.2 Classes B, C, D and E (Division 2)

The standard floor pan, sills, door surrounds, bulkheads and roof must remain exactly as produced by the manufacturer in construction, dimension and material.

Front inner wings rearward of front axle line to remain intact and unmodified, forward of front axle line inner wings are free. Within wheel centres, mounting points for attachment of suspension subframes, crossmembers or mounting points where suspension components mount directly to bodyshell may be reinforced but not removed, although not necessarily used Front bulkheads may be modified to permit the clearance of the engine or induction system. This shall be understood to include air induction ducting, manifolding, and trumpets, ram pipes for engine carburetion or fuel injection system..

A maximum clearance dimension of 100mm will be allowed.. Modification to the transmission tunnel permitted provided standard production floorpans remain as fitted by vehicle manufacturer. There must remain a protective bulkhead of non-flammable material as per MSA J5.2.2 Rear inner wings no modifications other than to allow attachment of a shock absorber

5.5.3 Front panels may be modified to allow fitting of or enlarged radiators, oil coolers or intercoolers.

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- 5.5.4 Unless otherwise stated it is prohibited to cut holes in or removed any fixed panels from the standard floorpan.
- 5.5.5 Reinforcing of the chassis is allowed in all classes.
- 5.5.6 With the exception of suspension pickup points, the removal of redundant brackets is permitted.
- 5.5.7 Transmission tunnels may be modified to allow clearance of gearboxes. Rear valence below bumper level may be modified or removed, provided rear floor pan remains intact and structurally sound.
- 5.5.8 For live axle RWD cars it is permissible to adapt the floor pan to accommodate additional axle location links, but the standard pick up points must be retained.
- 5.5.9 The removal of under body sealants is allowed. Minimal modifications to floor pan to allow the fitting of an exhaust silencer to MSA requirements or a fuel tank or safety cell.
- 5.5.10 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 of welded steel construction, the use of aluminium or alloy plate or rivets to replace material removed is prohibited

5.6 Body Work:

5.6.1 Permitted Modifications:

5.6.2 1. General:

Replacement of the front and rear wings and front body panels by lightweight material panels is permitted providing they exactly retain the standard silhouette in side elevation. Boot lid and door panels may be replaced by lightweight material providing they exactly retain the original standard shape and outline. Bonnet side profile may be raised to a maximum of 70mm. 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.

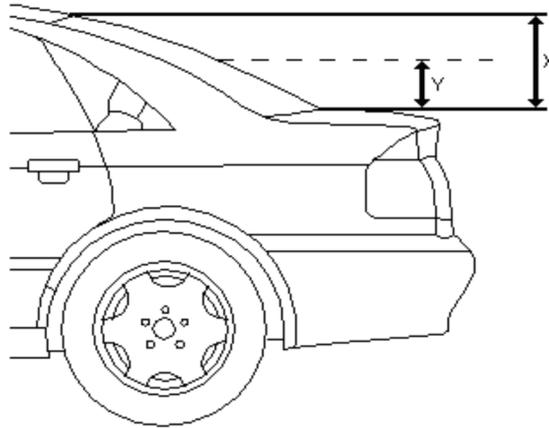
2. Interior:

It is permitted to remove the entire interior trim dashboard and passenger seats included. It is permitted to carry out modifications on window winders, instrument panel and all driving controls. The driver must sit on the same side as in the original car and be completely located to one side of the centre line of the car. The car must be fitted with doors passenger operable from inside and outside without impedance of locking devices. The car must have an effective means of ventilating the passenger compartment

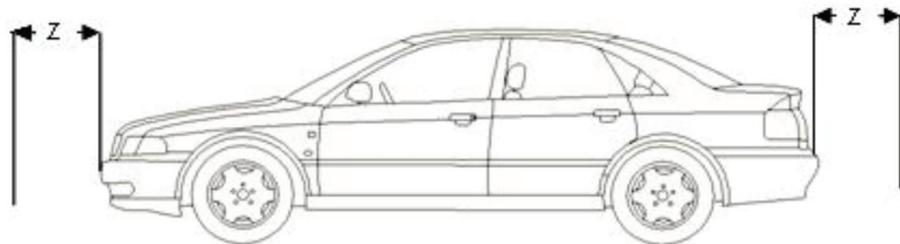
3. Exterior

Spoilers and air dams. It is permissible to fit a front spoiler which must not exceed the nominal width of the bodywork excluding mirrors, at its widest point. It may not project forwards of the original bodywork including bumper by more than 10cms, as per MSA regulation J5.2.7. Front spoilers may incorporate a lower splitter in the design, but must remain within the stated size tolerances. No part of a front spoiler may extend rearward of the front axle line.

Rear spoiler, it is permissible to have any original manufactures spoiler option for the particular make/model of car being used, or any other spoiler provided any horizontal aerofoil/wing section does not exceed the original width of the cars body work (excluding mirrors and wheel arch extensions) and does not exceed 50% of the height of rear windscreen as shown in diagram, where dimension Y is 50% of X



3.2 front and Rear spoiler projection allowances



Dimension Z = 100mm which is the maximum longitudinal extent permissible forward or rearward projection from the bodywork. (MSAJ5.2.7)

3.3 Class A may be fitted with a rear under floor diffuser, provided it does not extend forward of the rear axle line, extend rearwards beyond the rear bumper or bodywork and meets the MSA minimum ground clearance rules.

3.4 Plastic is permitted for side or rear windows, Windscreens must be either laminated glass or plastic minimum of 4mm thick

4. Silhouette

Silhouette, above bumper level or wheel centres whichever is higher, excluding rear spoiler the silhouette to remain as standard production vehicle other than for the bonnet profile which may be raised by a maximum of 70mm

5. Ground clearance.

The car may be lowered to give a minimum ground clearance as defined by MSA General Regulation J5.20.11 -. 40mm

5.6.2 Modifications Prohibited:

1. General: N/A

2. Interior: N/A

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.

4. Silhouette: N/A

5. Ground Clearance: N/A

5.7 Engine:

5.7.1 Permitted Modifications:

1. Modification to all components is permitted.
2. Engine is free including replacement with an engine block from any other make or model of car, if an engine block fitted is not an original fitment or manufacturer's option for the make and model of car the car shall move up a class For the avoidance of doubt a cylinder block shall be classified as original option type to the car, if was cast by the original manufacture, it its externally visible as being the same type of block,. Cast in the original material type, it carries the same bell housing, sump and head face bolt patterns, has interchangeability with the original crankshaft and camshaft drive.
3. Any engine fitted with a multi-valve cylinder head which is not a mass production unit as produced and fitted by a motor car manufacturer on the normal production line shall move up a class
- 4 Forced induction is allowed, forced induction systems can be removed and replaced with carburettors or fuel injection.
- ~~5. Any engine which has had its capacity increased by more than 400cc from its original production size or size option shall move up a class~~
6. Any engine which has had its cylinder head reversed on the block shall move up a class
- 7.

5.7.2 Prohibited Modifications:

1. Only a single supercharger or turbocharger may be fitted
2. Rotary engine prohibited.
3. The Championship 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. Only front-engined vehicles are eligible for this championship.
4. Only engines derived from mass produced production cars are eligible. **For the avoidance of doubt engine cylinder blocks which are mass production based but have been re-cast and are visually externally different to the production versions or have been cast in a different material are only permitted in class A**

5.7.3 Location:

Class A, free provided engine remains located in engine bay at front of car

Class B,C,D,E

1. Cylinder block and crankshaft must remain in their original location as envisaged by the cars original manufacturer within 5cm
2. Engine cylinder blocks to remain mounted at the same angle as production +/- 15 degrees or vehicle to move up a class.

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. These are not permitted in the driver's compartment.
2. Engine coolant radiators must be mounted in the engine bay, otherwise cooling systems are free

5.7.5 Induction Systems:

- 1 Maximum intake size for any super/turbocharger is 50mm,for engines over 2551cc it is 45mm
~~for engines over 2500cc maximum intake size is 50mm~~
- 2 intercoolers for super/turbochargers to be mounted within engine bay only
- 3 Forced induction engines to be fitted with "butterfly" type throttles. Slide, roller or barrel designs prohibited,
- 4 Forced inductions engines to breathe through a maximum of two throttle butterflies
- 5 Any forced induction car or engine combination, fitted with a turbo/ supercharger not originally manufactured as having forced induction fitted shall move up a class
- 6 For the avoidance of doubt, where a forced induction engine has to comply with a maximum intake size, that size shall be measured a maximum of 53mm from the extremes of the compressor blade (not from the front face of the turbo/supercharger). The minimum width of the narrowest part shall be 3mm.

5.7.6 Exhaust Systems:

Free subject to MSA regulations.

5.7.7 Ignition Systems:

Free subject to MSA regulations.

5.7.8 Fuel Delivery Systems:

Free subject to MSA regulations.

Cars must be fitted with a dry break fuel coupling so that fuel samples can be taken safely from a point near the engine, either the fuel rail or the carburettor. It is the drivers responsibility to ensure a suitable take off hose is available in parc ferme for the purposes of fuel sampling. Due to the risk of cross contamination drivers/teams are strongly advised against sharing hoses. See also section D34 on page 85 of the MSA blue book

5.8 Suspension:

5.8.1 Permitted Modifications

1. Cars fitted with suspension uprights/hubs which facilitate fitting of a single wheel nut centre lock type wheels shall move up a class.
2. **Class A:** Unrestricted modifications to suspension only.

3.. Classes B,C,D,E:

Additions or modifications of springs, shock absorbers, and suspension heights are permitted.

The fitting of adjustable suspension components and Watts linkage is permitted.

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RWD live axle cars are allowed additional locating links

Suspension spring type and design unrestricted

It is permitted to add anti roll bars, tension or compression struts where not originally fitted to vehicle

5.8.2 Prohibited Modifications.

1. Classes B, C, D and E 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.

5.8.3 Wheelbase/Track

1. **Class A:** unrestricted

2. **Classes B, C, D and E:** track unrestricted provided wheels and tyres fit within confines of bodywork, wheelbase to remain as per original car within a tolerance of 5cm.

5.9 Transmission:

5.9.1 Permitted Modifications:

1. Class A 4 wheel drive permitted subject to a 4 wheel drive variant of that vehicle having been originally available through normal commercial channels of the manufacturer in quantities of not less than 100 vehicles within 12 consecutive months.

2. Class B, C, D, E: except for "production forced induction class D" cars Differential and gearbox internals unrestricted, provided the differential and gearbox remain in the original location within 5cm. A live axle may not be replaced with an independent axle, an independent axle may not be replaced by a live axle. **Class D production forced inductions cars to retain production transmission casings and internals with the exception of the final drive ratio and differential internals which are free.**

~~3. Dual valve cars gearbox choice is free. Non forced induction cars fitted with a non-original engine block for the make and model type may use any Non-sequential gearbox without further class-penalty. In all other cases any car fitted with a sequential gearbox or a gearbox which does not use entirely original equipment casings for the make and model of car shall move up a class~~

~~4. For the purposes of the championship, any gearbox which is operated other than by a conventional~~

~~5. gear lever working in a normal "H" pattern will be classified as a sequential gearbox.~~

5.9.2 Prohibited Modifications

1. Any form of traction control device other than limited slip or locked differentials. Any form of electronically enabled system of control or apportionment of traction that is not standard in the production version of the car except LSD or locked diffs.

2. Classes B, C, D and E, transaxles and carbon fibre propshaft/driveshafts are prohibited unless fitted to the original homologated model.

3. Class D "production forced induction" it is prohibited modify or change any transmission internals except for differential type and final drive ratio

5.10 Electrics

5.10.1 Exterior lighting

1. Cars must be fitted with working headlamps in original location, a minimum of one each side of the car, size and shape of the headlamps are free but the total lamp lens area for each side of the car be a minimum area of 7850mm², which is the equivalent area of a single round headlamp 100mm in diameter, bulbs are free but must be of sufficient brightness that it is obvious to scrutineers they are working and will be seen in the mirrors of other competing cars.

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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 Regulation K5.1.
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 the vehicle at all time when on the circuit.

5.10.4 Generators

1. Generators must be mechanically driven. Drive method is free but must be capable of keeping a vehicle's battery charged whilst vehicle is on the 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 Modifications:

1. Maximum wheel width limits apply to capacities

Up to 1300cc	10in	Exceeding 1300 to 1600cc	10.5in
Exceeding 1600 to 2000cc	11.5in	Exceeding 2000 & over	12.5in

2. Wheel diameters are free up to a maximum of 18 inches

3. 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

4. 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 is free.
2. The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.

5.14 Weights

1. Minimum weights apply to all classes and are dependent on engine size. See chart below for the minimum weight for your car. Please note all weights are for car WITH driver on board and are for ACTUAL engine size , except for:

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Two wheel drive forced induction cars Up to 1620cc 1000kg, up to 2050cc 1100kg, up to 2400cc 1200kg, over 2400cc 1295kg minimum weights

Four wheel drive forced induction cars Minimum weight 1250KG

Engine Size	Weight in Kg
Up to 1400cc	650
1401 to 1500cc	670
1501 to 1600cc	720
1601 to 1700cc	745
1701 to 1800cc	770
1801 to 2000cc	820
2001 to 2200cc	840
2201 to 2300cc	865
2301 to 2400cc	875
2401 to 2600cc	950
2601 to 3100cc	1050
3101 to 4000cc	1150
4001 to 4500cc	1270
4501 to 5000cc	1340

Engine capacities over 5001cc: add 10 kg per 100cc. All weights may be subject to review.

5.15 Fuel Tank & Fuel:

5.15.1 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 is free subject to it complying with safety regulations.

5.15.3 Fuel:

1. All fuels listed in MSA competitors' yearbook 2017 under 'Section B, Nomenclature & Definitions' as pump fuel.

5.16 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	http://www.barcseast.co.uk/
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
MGCC	The MG Car Club, Kimber House, 12 Cemetery Road, Abingdon, Oxford, OX14 1AS Tel: 01235 555 552

6.2 Commercial Undertakings:

6.2.1 Trade Support.

Support for the 2017 BARC SEC Saloon Championship is being provided by R.T.Quaife Engineering Ltd

6.2.2 Vehicle Decals.

Championship vehicle stickers will be issued to vehicles competing in the QUAIFE MODIFIED SALOON CAR CHAMPIONSHIP and these must be affixed to all vehicles in accordance with MSA Regulation J4.1-4.18. See section 5.17 above. This includes the Quaife screen visor which must be affixed to the front windscreen.

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.