



2017– Qu^aife/ Cannons Motor Spares TinTop Championship

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2017 – Quaife/Cannons Motor Spares TinTop Championship

1 Sporting Regulations General:

1.1 Title & Jurisdiction:

The 2017 – QUAIFE/CANNONS MOTOR SPARES TIN TOP 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/R065

Race Status: National B

Championship Grade: C

1.2 Officials:

1.2.1 Championship Co-ordinator:

Michael Knowles, 1 Chittlee Close, Liphook, Hampshire. GU30 7BP. Tel: 07900 193028

1.2.2 Licensed Eligibility Scrutineer:

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: 01353 610109 and 07747 868005

1.2.3 Championship Stewards:

Brian Reeves – 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 (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 2017 MSA Entrant's Licences.

1.3.2 Drivers and Entrant/Drivers must

(A) Be current Members of the BARC SEC and

(B) Be registered for the Championship and

(C) Be in possession of valid competition (racing) B Status licence, as a minimum

(D) * A professional driver, in possession of a valid Licence (featuring an E U flag) and medical, issued by the ASN of a member country of the European Union, or comparable country ((H)26.2.1 applies)

(E) * If participation in the Championship requires absence from education a driver, in full time school education, is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment..

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 the second to last meeting.

1.4.2 Registration Fee: Registration is £40, made payable to BARC SEC

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

1.5 **Championship Rounds:**

The **2017 Quaife/** Cannons Motor Spares Tin Top Championship will be contested over 16 rounds at Circuits 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
*	29/30 July	Brands Hatch	BARC HQ
*	19/20 August	Brands Hatch	MSVR
*	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

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 best 15 scores by a competitor from the championship races, will determine final championship points and positions. Unless any championship rounds or races are cancelled in which case the number of scoring results will be reduced proportionally.
- 1.6.3 Ties shall be resolved using the formula in MSA Regulation W1.3.4 in the **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.

1.7 **Awards:**

- 1.7.1 Awards for Championship rounds will as follows:

- 1.7.2 Per Round: Subject to numbers of finishers in each class, trophies to:-
Class winner
2nd in class if five or more starters in class,
3rd in class if eight or more starters in class,
Classes where there are less than three starters may be amalgamated.

- 1.7.3 Championship to be provided by BARC South Eastern Centre
Trophies to: (subject to competing in 50% of rounds)
Overall Tin Tops Winner: Nightingale Trophy for a maximum of 11 months
Class Champion (subject to three or more registered contenders in class)
Class runner up (subject to five or more registered contenders in class)
Class third placed driver (subject to eight or more registered contenders in class)

- 1.7.4 **Presentations**

Winners Caps or Garlands and Trophies are to be provided for presentation at the end of each race or at an end of the meeting presentation ceremony. Prize money and bonuses, if any, shall be posted to the Entrants within 10 days of the results of each round being declared final.

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- 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).

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:

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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 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:

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 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.

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 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 entered by the closing date for that meeting.
- In the event that the previous number of championship rounds competed in produces a “tie” with multiple competitors with equal entitlement to an entry exceeding available grid size then the “tie” shall be split by referring to date and time of receipt and opening of the entry with priority going to the earliest.
- 3.2 Briefings:**
- Organisers should notify competitors of the times and locations for all briefings in the Final Instructions for the meetings. Competitors must attend all mandatory briefings.
- 3.3 Practice:**
- The minimum period of practice to be provided is to be as specified in the MSA Regulations for each circuit visited.
- Should any Practice Session be disrupted the Clerk of the Course shall not be obliged to resume the session or re-run sessions to achieve the championship criteria and the decision of the Clerk of the Course shall be final.
- 3.4 Qualification:**
- Each driver should complete a minimum of three laps practice in the car to be raced and in the correct session in order to qualify for selection and order of precedence as set out in the MSA Regulations Section Q and the Clerk of the Course and/or Stewards of the Meeting shall have the right to exclude any driver whose practice times or driving are considered to be unsatisfactory - as per MSA Regulations Section Q4.5.
- 3.5 Races:**
- 3.5.1 The minimum scheduled distance shall be determined by the race format [see below] whenever practicable but should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the Meeting it shall still count as a full points scoring round.
- 3.5.2 All rounds shall take the following format. The minimum period of practice to be provided is to be as specified in MSA regulations in respect of circuit lengths. Race 1 (up to 15 minutes) - grid based on practice times; Race 2 (up to 15 minutes) - grid based on finishing order of Race 1. The organising club reserve the right to employ regulation Q12.9.1 (f) to determine the grid positions for race 2. Cars which retire from the first race, but are able to race in the second race will be placed on the back of the grid in the reverse order of retirement. Championship points will be awarded to Competitors listed as classified finishers in the Final Results as in 1.6.4. The standard minimum scheduled distance shall be 12 miles whenever practicable but should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the Meeting it shall still count as a full points scoring round.
- 3.5.3 All rounds are multiple race rounds.
- 3.5.4 The procedure for qualification races is specified in 3.13

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

3.6 Starts:

All races will be from a rolling start.

3.6.1 All race start countdowns are to have a minimum elapsed period of three minutes from the time all cars are released to form up on the grid to the start of the Green flag Lap(s) in the formation as specified on the Track Licence for each circuit.

3.6.2 The minimum Countdown procedures/Audible warning sequence shall be:-

1 minute to start of Green Flag laps - Start Engines/Clear Grid.

30 Seconds - Visible/audible warning of the start of Green Flag lap(s).

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

3.6.4 Any cars removed from the grid after the one-minute stage or driven into the pits on Green Flag lap shall be held in the pit lane, and may start the race after the last car to take the start from the grid has passed the start line or pit lane exit whichever is the later.

3.6.5 Any drivers unable to start the Green Flag lap or start are required to indicate their situation as per MSA Regulation Q12.13.2 and any drivers unable to maintain grid positions on the Green Flag Lap to the extent that ALL other cars are ahead of them, may complete the Green Flag lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.

3.6.6 Excessive weaving to warm-up tyres - using more than 50% of the track width, and falling back in order to accelerate and practice starts, is prohibited.

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

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

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

3.6.8 Aborted Start:

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

3.7 Race Stops:

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

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

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

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

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

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

The race will restart from a grid set out by the finishing order of part one (as per Q5.4.3). The result of the race will be the finishing order of part 2. The length of the re-started race will be determined by the Clerk of the Course.

3.7.4 If the leader has completed more than 75% of the race distance or duration it shall not usually be re-started (as per Q5.4.3) unless the Clerk of the Course, in consultation with the Stewards deem it appropriate to restart the race.

3.8 Re-Scrutiny:

All vehicles reported involved in contact incidents during races or practice must be re-presented to the Scrutineers before continuing in the races or practice.

3.9 Assembly Area/Pits & Pitlane Safety:

3.9.1 Pits: Entrants must at all times ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.

3.9.2 Assembly Area/Pitlane: The other lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take all due care and drive at minimum speeds in pitlanes and paddock areas.

3.9.3 Refuelling: May only be carried out in accordance with the MSA Regulation Q13, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.

3.9.4 Speed limit in the pit lane will be confirmed in the SR's for each event.

3.10 Race Finishes:

After taking the Chequered Flag drivers are required to: Progressively and safely slow down, remain behind any competitors ahead of them, return to the Pit lane Entrance/Paddock as instructed, comply with any directions given by Marshals or Officials and to keep their helmets on and harnesses done up while on the circuit or in the pit lane.

3.11 Race Results:

All Practice Time sheets, Grids, Race Results are to be deemed PROVISIONAL until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures.

3.12 Timing Modules:

3.12.1 All competitors will be required to fit Electronic Self Identification Modules to their cars for the purposes of accurate timing. Holders for these and detailed fitting instructions will be issued with the Modules and it will be the responsibility of the competitor to fit these in the car in the position and manner specified. The Modules must be in place and functioning correctly for all Championship qualifying practice sessions and races. The setting and servicing of these items must only be carried out by properly authorised MSA Licensed Timekeepers. **In the event of no official timekeepers being in attendance the grid positions for the first race will be based on current championship positions, or ballot if it is the first race of the year**

3.12.2 Competitors may not place electronic timing equipment within five metres of the official Start, Finish, or any other official timing lines at any event or test session/day. Any such equipment placed within these zones will be removed.

3.13 Qualification Races:

See sections 3.1.8 above.

3.14 Operation of Safety Car:

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

3.15 Driving Standards

3.15.1 Any competitor who is reported to be involved in cases of contact, which in the opinion of Officials is avoidable, may be subject to the following immediate penalties:

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

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

4 Specific Championship Penalties

In accordance with Section C of the current MSA Yearbook and BARC SEC Championship regulations

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.

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:

BARC SEC QUAIFE/CANNONS MOTOR SPARES TINTOP CHAMPIONSHIP is for Competitors participating in 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 series Eligibility Scrutineer if they have any doubts or queries concerning the eligibility of their cars. The eligibility scrutineers may at any time carry out a variety of eligibility checks on any competitors vehicle WITHOUT prior warning

5.3 Safety:

All MSA Section K Safety Criteria Regulations apply as relevant.

5.4 General Technical Requirements & Exceptions:

The series is to cater for Saloon, Coupe 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. Class engine capacities as per table below:

T1	2021-2900cc multi valve min weight 1150kg 1621-2020cc forced induction min weight 1250kg Up to 1620cc forced induction fuel injection min weight 1185kg Up to 1620cc forced induction carburettor min weight 950kg 2221-2400cc dual valve min weight 950kg 2001-2221cc dual valve min weight 920kg 2401-3200cc dual valve min weight 1010kg
T2	1821 to 2020cc multi valve min weight 1070kg 1621 to 1820cc multi valve min weight 1025kg Up to 1620cc multi valve min weight 890kg Up to 1620cc dual valve min weight 800kg 1621 to 1820cc dual valve min weight 840kg 1821 to 2020cc dual valve min weight 945kg
T3	1621 to 2020cc dual valve min weight 960kg Up to 1620cc multi valve min weight 925kg Up to 1620cc dual valve min weight 905kg Air cooled engines min weight 900kg
TP	Production regulation cars. Up to 1700 cc minimum weight 1025kg 1701 to 2000cc minimum weight 1075kg

The class capacity may not be exceeded. Where capacity is exceeded for a particular car in a specific class, the car will be re-classed accordingly moving up the class scale.

Turbo or Supercharged engines can replace the forced induction components with conventional induction systems and run in the Class that the revised engine configuration would place them in provided that the model in this revised configuration is listed.

EXTERNAL IDENTIFICATION OF THE MODEL: Manufacturers' decals/badges can be removed but if they are retained they must relate to the model as entered, in particular badges relating to engine capacity.

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

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

5.5 Chassis:

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

Space framed cars are prohibited.

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

It is prohibited to cut any holes or remove any fixed panels from the standard floor pan, front or rear inner or outer wheel arches, front or rear bulkheads (engine to habitacle and habitacle to boot) for the purpose of mounting or giving clearance to suspension components. Inner wheel arches may only be modified to allow the attachment of shock absorber mountings.

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

It is only permitted to make holes for the passage of cables, fuel, water, oil, hydraulic, instrument or fire extinguisher line. All redundant holes must be covered with metal plates.

Reinforcing of the chassis is allowed in all classes.

Bulkheads and inner wings may only be modified to permit the clearance of the induction system. This shall be understood to include air induction ducting, manifolding, and trumpets, ram pipes for engine carburation or fuel injection system only. A maximum clearance dimension of 75mm will be allowed.

CHASSIS MODIFICATIONS PERMITTED:

The removal of under body sealants: Minimal modifications to floor pan to allow the fitting of an exhaust silencer to MSA requirements or a fuel tank or safety cell.

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

It is only permitted to make holes for the passage of cables, fuel, water, oil, hydraulic, instrument or fire extinguisher line. All redundant holes must be covered with metal plates.

Reinforcing of the chassis is allowed in all classes.

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

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

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

The removal of under body sealants: Minimal modifications to floor pan to allow the fitting of an exhaust silencer to MSA requirements or a fuel tank or safety cell.

For the purposes of mounting oil and fuel tanks and pumps the boot floor in-between the vehicle chassis rails and rearward of the rear axle line may be modified, irrespective of modifications the boot floor must remain a welded steel construction, the use of ally plate or rivets to replace material removed is prohibited

5.6 Body Work:

5.6.1 Permitted modifications

1. General:

Replacement of the front wings with lightweight material panels is permitted on cars originally fitted with bolt on front wings provided they exactly retain the standard silhouette in side elevation. Bonnet and Boot lid may be replaced by lightweight material, providing they exactly retain the original standard shape and outline. **Bonnet side profile may not be modified, its closed position must be as intended by vehicle manufacture**, Bumpers may be removed or modified NOTE: front is defined as a point forward of the baseline of the windscreen. Rear wing is defined as being in the area below the baseline of the windows and rearward of the line of the rear most side door opening.

The removal of all exterior chrome/decorative parts is allowed with the exception of the complete radiator grill and headlamp trim. Standard wings, if retained, may be modified by working the original metal and/or fitting wing extensions which must be over the tyre in accordance with vehicle regulations. ~~It is permissible to cut holes in the rear wing extensions of 150sq.cm maximum to accommodate oil coolers. The holes must be parallel and vertical. Wheels and tyres must not be visible through the apertures.~~

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

Plastic is permitted for side and rear windows, but must be at least 4.0mm thick

Windscreens to be laminated glass only

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

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

Class TP As above with the exception of items below,

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

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

No modifications to inner or outer wheel arches.

Original equipment bumpers to remain fitted front and rear.

Prohibited modifications.

It is prohibited to cut/drill holes in any fixed exterior panel, bumpers included. Vehicles which competed in the championship during 2016 with holes drilled in exterior panels may continue to use them in 2017 PROVIDED the holes are covered.

2. Interior:

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

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

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

The driver must sit on the same side as in the original car and be located completely to one side of the centre line of the car.

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

3. Exterior:

Silhouette

The silhouette, above bumper level or wheel centres whichever is higher, excluding rear spoiler is to remain as standard production vehicle.

Ground clearance.

Minimum ground clearance of 40mm applies to exhaust components, 80mm minimum clearance applies to all other parts of the vehicle

5.6.2 Modifications Prohibited:

1. General:

2. Interior:

3. Exterior: It is prohibited to extend sills downwards or add panels to the underside of the car in between front and rear axle line to create a flat floor or other aerodynamic aiding device. or fit any other form of aerodynamic device other than a front spoiler/air dam and/or a rear spoiler

5.7 Engine:

5.7.1 Permitted Modifications:

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

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

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

Turbo charged engines

For all turbo charged cars all the air entering a turbocharger must pass through an orifice no bigger than 38mm diameter and at the narrowest point a minimum of 3mm wide, measured a maximum of 53mm from the front face of the turbo charger, otherwise turbo chargers specification is free. The restrictor must be bolted flush to the turbocharger, with no external gaps.

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

Forced induction is allowed only on makes and models of car where it was originally manufacturers supplied and fitted option **Any super/turbo charger fitted to remain original equipment manufacturers option for make/model of car/engine**

Forced induction engine cars: The forced induction components can be replaced with conventional induction systems and run in the Class that the revised engine configuration would place them in provided that the model in this revised configuration is listed.

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

Any vehicle fitted with a rotary or motorcycle engine, or derivative, is ineligible for any class.

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

5.7.2 Prohibited Modifications:

Water injection prohibited.

Dry sump lubrication prohibited on liquid cooled engines

Only a single supercharger or turbocharger may be fitted

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

Only engines from mass produced production cars are eligible.

A maximum of 1 operational fuel injector per engine cylinder permitted

5.7.3 Location:

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

5.7.4 oil water cooling:

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

5.7.5 Induction systems:

Forced induction is only permitted on cars for which it was an original manufacturer's option. Intercoolers, free subject to being located in original manufacturer's location and being mounted wholly within engine bay.

Class TP must use the original manufacturer's intake manifold and throttle body or carburettor for the make and model of the car.

5.7.6 Exhaust systems:

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

5.7.7 Ignition systems:

Free subject to MSA regulations.

5.7.8 Fuel delivery systems:

Free subject to MSA regulations.

5.8 Suspension:

5.8.1 Permitted modifications

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

5.8.2 Prohibited modifications

1. Suspension must retain original cars type and layout i.e. a Macpherson strut may not be replaced with wishbones, a trailing arm or wishbone cannot be replaced with a Macpherson strut.
2. Independent rear suspension or a de dion axle arrangement cannot replace a live axle and a live axle cannot replace an independent or de dion axle.
3. A coil spring cannot replace a leaf spring
4. Class TP, standard pickup points must be used, Remote reservoir shock absorbers prohibited, With the exception of strut top mounts, it is prohibited to replace any suspension or steering bush/joint with spherical bearings

5.8.3 wheelbase/track

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

5.9 Transmission:

5.9.1 Permitted modifications

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

5.9.2 Prohibited modifications

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

5.10 Electrics

5.10.1 Exterior lighting

1. Cars must be fitted with original equipment headlamps in working order
2. Brake/stop lights must be operational on all cars. The stoplights must only work as a result of applying the brakes and the fitting of any type of other switching device is prohibited.

5.10.2 Rear Fog Light

1. Rear fog lamp to comply with MSA blue book (K) 5.1

2. Vehicles carrying a single rear fog lamp are required to have working tail lights

5.10.3 Batteries

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

5.10.4 Generators

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

5.11 Brakes:

5.11.1 Permitted modifications

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

5.11.2 Prohibited modifications

1. Carbon brake discs

5.12. Wheels/steering

5.12.1 permitted options

1. Diameters are free up to a maximum of 18"
2. NOTE: Irrespective of the maximum size allowed, the wheel/tyre combination must fit within the confines of the allowable wheel arch/bodywork modifications outlined in Para's 5.3
3. Steering system is free

5.12.2 Prohibited modifications

5.12.3 Dimensions see 5(12)1

5.13. Tyres

1. TYRE SPECIFICATIONS: Maximum size must be within tyre manufacturers' recommended specifications to suit the wheel rim width. The type of tyre must be from MSA list 1A, 1B or 1C
2. The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited
3. Maximum tyre widths apply dependant on class

T1 245mm, , T2 225mm, T3 215mm, TP 205mm

Only metric sizes permitted, all tyre treads must be as manufactured with a minimum of 1.6mm tread depth. Re-grooving, cutting or modifying of tyre treads is prohibited.

5.14. Weights

Minimum weights including driver as per table in 5.4

5.15. Fuel Tank & Fuel:

5.5.1 Type

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

5.15.2 Locations:

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

5.15.3 Fuel:

1. All fuels listed in MSA competitors' yearbook 2017 under 'Section B, Nomenclature & Definitions' as pump fuel.
2. All cars are to be fitted with a dry break fuel coupling within 30cm of carburettors or fuel injectors to allow fuel samples to be safely taken, It is the drivers responsibility to ensure a suitable sampling hose is available in parc ferme at the end of practise or race sessions. ~~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. See also section D34 on page 85 of the MSA blue book, as there have been significant changes which are highlighted in red.~~

5.17. Silencing:

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

5(17) Numbers and Championship Decals

2. Decals to be displayed without modifications in suitable locations on vehicle bodywork. 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	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
MGCC	John Hutchinson, Kimber House, 12 Cemetery Road, Abingdon, Oxfordshire. OX14 1AS Tel: 01235 555552 E-mail: racing@mgcc.co.uk

6.2 Commercial Undertakings:

6.2.1 Trade Support.

Support for the 2017 BARC SEC Saloon Championship is being provided by Quaife Engineering and Cannons Motor Spares Ltd

6.2.2 Vehicle Decals.

Championship vehicle stickers will be issued to vehicles competing in the QUAIFE / CANNONS MOTOR SPARES TINTOP CHAMPIONSHIP and these must be affixed to all vehicles in accordance with MSA Regulation J4.1-4.18. See section 5.17 above.

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.