

# **TEAM TROPHY** CLUBMSV

## **Sporting and Technical Regulations 2011**

Official graduate series to the



## 1. SPORTING REGULATIONS - GENERAL

### 1.1 Title & Jurisdiction:

The 2011 Club MSV Team Trophy is organised and administered by **MotorSport Vision Racing** 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 Series Regulations.

Race Status: National B

### 1.2 Officials:

1.2.1 Series Co-ordinators: Matthew Bates and Gemma Mole

1.2.2 Series Scrutineer: Chris Mount

1.2.3 Series Stewards: Rick Smith, Bill Shewan, Mike Dixon, Nick Rice

Any three of the above may reach a decision.

1.2.4 Clerk of the Course: David Scott

### 1.3 Competitor Eligibility:

1.3.1 Drivers must be in possession of a valid MSA Competition (Racing) NATIONAL 'B' STATUS Licence (minimum).

1.3.2 All necessary documentation must be presented for checking at all rounds when signing-on.

### 1.4 Registration:

1.4.1 Registrations will be accepted from 20th January 2011 until the closing date for entries to the final round.

### 1.5 Rounds:

The **Club MSV Team Trophy** will be held over three races at the following MSVR race meetings:

Date:	Circuit:	Organising Club:	Races
2 <sup>nd</sup> May	Snetterton 300	MSVR	1
14 <sup>th</sup> August	Donington	MSVR	1
22 <sup>nd</sup> October	Brands Hatch	MSVR	1

### 1.6 Awards

1.6.1 Awards will be provided by MSV

1.6.2 Per round, trophies to: 1<sup>st</sup> 2<sup>nd</sup> and 3<sup>rd</sup> in class.

1.6.3 Bonuses:

The Series Organising Club will endeavour to obtain sponsored awards or bonuses during the series and reserves the right to introduce same at any time without any obligation to distribute such awards retrospectively.

1.6.4 Presentations:

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

1.6.5 Entertainment Tax Liability:

In accordance with current government legislation, Club MSV Racing is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women.

That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or Eire. This means that, as the organiser, Club MSV Racing is required to deduct tax at the current rate applicable from any such payments they may make to non-UK 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:- The Inland Revenue, Foreign Entertainers Unit, Centre for Non-Residents, St John's House, Merton Road, Merseyside L69 9BB. Tel: 0151 472 6488 F 0151 472 6483.

1.6.6 Title to all Trophies:

In the event of any Provisional Results being revised after any provisional presentations and such revisions affect the distribution of any awards the Competitors concerned must return such awards to the Series Coordinator in good condition within 7 days.

**2. SPORTING REGULATIONS - JUDICIAL PROCEDURES**

2.1 In accordance with Section C of the 2011 MSA Yearbook and these regulations.

**3. SPORTING REGULATIONS - SERIES RACE MEETINGS & RACE PROCEDURES**

**Entries:**

3.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry closing dates which shall be two 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 Reserves**

3.1.41 Reserves will be nominated on the Final List of Entries published with Final Instructions or Amendment Sheet Bulletins.

3.1.42 All Reserves will practice and replace withdrawn or retired entries.

3.1.43 The reserve number order is irrespective of class.

3.1.44 If Reserves are given Grid Places prior to issue of the first Grid Sheets for any round the times set in Practice / Qualifying 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 pit-lane 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 the later. Such approval to start MUST be obtained from the Clerk of the Course.

3.1.45 Reserves that do not get to compete in the race will be given a Club MSV credit to the value of £275 to be used towards another Club MSV race or trackday within 12 months of the date in question.

**3.1.5 Cancellations and refunds**

3.16 If a race entry is withdrawn, no refunds will be offered. However, if a withdrawal is received by the Series Organiser 14 days prior to the race, a credit will be offered towards the next race. This credit will also be available to be used towards other Club MSV products. In any case, a £20 administration charge will be incurred. Withdrawals made within 14 days of a particular race will not be subject to any credit being offered.

3.1.8 MSV may cancel, postpone or alter any Date(s) or Track Time of the Event(s) in accordance with the requirements of any Governing Body and whether for reasons of Force Majeure or otherwise. In the case of cancellation or postponement, MSV shall notify the competitor of any such cancellation or postponement as soon as reasonably practicable. MSV reserve the right to reduce Track Time during the course of the event, whether for reasons of Force Majeure or otherwise, without any repayment to the competitor.

**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 briefings.

**3.3 Practice:**

The minimum period of practice to be as specified in the MSA Regulations in respect of circuit lengths.

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 series criteria and the decision of the Clerk of the Course shall be final.

### 3.4 Qualification:

Each driver should complete a minimum of 3 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 Q 4.5.1. 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 Regulation Q 4.5.1.

### 3.5 Races:

3.5.1 The minimum scheduled distance shall be 45 minutes 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 During a race, each driver must drive for a minimum of 15 minutes.

3.5.3 Each car will make a mandatory pit stop. These mandatory pit stops will be of 2:45 (2 minutes and 45 seconds) duration for teams of two drivers and 3 (three minutes) for solo entries. This will be timed from the entrance of the pit lane to the exit of the pit lane. These points will be indicated by boards in the pit lane indicating the start of the pit lane speed limit and the end of the pit lane speed limit.

3.5.4 The mandatory pit stop must be between 15 & 30 minutes after the start. Solo drivers MUST get out of the car, close the door and get back in the car before moving off.

3.5.5 In all cases seat belts must not be loosened or unfastened before the car comes to a complete stop and must be securely fastened before the car moves off.

### 3.6 Starts:

3.6.1 All race start countdowns are to have a minimum elapsed period of 3 minutes from the time all cars are released to form up on the grid to the start of the race.

3.6.2 The minimum Countdown procedures/audible warnings sequence shall be:-

Standing Start

Start Procedure: In normal circumstances there will not be a green flag/formation lap.

1. There will be a minimum elapsed period of 3 minutes from cars being released from the Assembly Area to the start of the race;
2. A 'one minute' board will be shown on the start line; engines should be started at this stage. A '30 second' board will be displayed followed by a '5 second' board;
3. Approximately 5 seconds after this board is withdrawn the red lights will be switched on; after between 2 seconds and 7 seconds they will be switched off to start the race.

**Any change in the above procedure will be detailed in Final Instructions, by bulletin or by drivers briefing.**

- 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 1 minute stage 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 are required to indicate their situation as per MSA Regulation Q 12.13.2.
- 3.6.6 In the event of any starting lights failure the Starter will revert to use of the National Flag.

### **3.7 Race Stops**

- 3.7.1 Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Start-line and RED FLAGS will be displayed at the Start-line 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 without overtaking and to return to the starting grid area which will automatically become a Parc Fermé area.

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.

- 3.7.2 Case A - Less than two laps completed by Race leader.

The Race will be null and void. The race will restart from the original grid positions. Competitors unable to take the restart may be replaced by reserves who will start from the back of the grid in reserve order. Gaps on the grid should not be closed up. The length of the restarted 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%. Any race stopped after the leader has completed more than two laps but less than 75 % of its duration will be considered as the first part of a two part race. Cars will be restarted from a grid set out in the finishing order derived as in the following point. The result will be the order of finishing at the end of the restarted race, unless series Regulations specify otherwise.

- 3.7.4 Any race stopped after the leader has completed 75% of its duration will be considered to have finished, unless the Clerk of the Course, in consultation with the Stewards of the Meeting, deems it appropriate to restart the race. If not restarted the result will be based on the order of crossing the finish line at one lap less than at the time of first showing the Red Flag. Only cars which are under their own power at the showing of the Red Flag will be classified.

In the interval between stopping and restarting the race, cars may return to the pit area for repairs but refuelling is not permitted. They may join from the pit road after all the other cars have started. Non-runners at the time of stopping can restart from the pit lane, behind those referred to above. No work may be carried out on the grid unless on grounds of safety and with the approval of the scrutineer. The Clerk of the

Course may order that the duration of the second part or re-run of any race shall be of a shorter distance than originally scheduled, or may be abandoned altogether.

**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 Pits & Pit-lane Safety:**

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

3.9.2 Pit-lane: 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 pit lanes.

3.9.3 Refuelling: May only be carried out in accordance with the MSA Q 13.1.1 – Q 13.1.4 Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting. Refuelling is not permitted during practice, qualifying or the race.

3.9.4 Speed Limit: Pit Lane Speed Limit will be 60 km/h

**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 Entrance as instructed, comply with any directions given by Marshals or Officials and to keep the helmets on and harnesses done up while on the circuit or in the pit-lane.

**3.11 Results:**

All Practice Timesheets, 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. 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 qualifying practice sessions and races. The setting and servicing of these items must only be carried out by properly authorised MSA licensed Timekeepers. Competitors will be charged by the timing company for replacement of the Modules due to misuse or loss at any time during the season.

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.

**3.14 Operation of Safety Car**

- 3.14.1 The Safety Car will be brought into operation to neutralise a race upon the sole decision of the Clerk of the Course. The Safety Car will be driven by an experienced circuit driver (in accordance with GR G 5.2.17) and will carry an observer capable of recognising all competing cars and who is in permanent radio contact with race control.
- 3.14.2 The Safety Car, yellow/amber lights illuminated, will normally join and exit the circuit from the pit lane and the Safety Car boards will be shown initially from the start/finish line. If these locations are to be varied specific written instructions and verbal briefings will be issued detailing the exact locations to be used.
- 3.14.3 On the order from the Clerk of the Course, the Safety Car will join the circuit with its revolving lights on, regardless of where the race leader is.
- 3.14.4 When the order is given to deploy the Safety Car a waved yellow flag and "SC" board will be displayed at the start/finish line. The waved yellow flags and "SC" boards will flow around the circuit in both directions, as an adjacent post displays both their waved yellow flag and "SC" board. This system may be supplemented by a message being simultaneously broadcast to all marshals' posts if such a communication system is available.
- 3.14.5 Flashing yellow lights may also be used at the start-line and at other points around the circuit.
- 3.14.6 All competing cars, when notified of the Safety Car intervention (by the flag signals, "SC" boards, or by any other means) will reduce speed and line up behind the Safety Car, no more than 5 car lengths apart, and maintaining the same speed as it. Overtaking or overlapping of any other competing car during a Safety Car intervention is forbidden. Overtaking of a Safety Car is forbidden unless the particular competitor concerned is signalled to overtake the Safety Car by the observer in the Safety Car.
- 3.14.7 When ordered to do so by the Clerk of the Course, the observer in the Safety Car will wave past any cars between the Safety Car and the race leader. These cars will continue at reduced speed and without overtaking until they reach the line of cars behind the Safety Car.
- 3.14.8 While the safety car is in operation, competing cars may enter the pit lane, but may only rejoin the track when signalled to do so and not when the safety car and the line of cars following it are about to pass or are passing the pit exit. A car re-joining the track must proceed at an appropriate speed until it reaches the end of the line of cars behind the Safety Car.
- 3.14.9 The Safety Car will remain in operation until at least the majority of competing cars on the circuit are lined up behind it.
- 3.14.10 When the Clerk of the Course calls in the Safety Car it will extinguish the yellow/amber flashing lights prior to exiting the circuit. This would normally be such that a minimum of 25% of a lap for circuits over 2 miles and 50% of a lap for circuits under 2 miles should be completed by the Safety Car with its lights extinguished.
- 3.14.11 Following the safety car extinguishing its lights, and prior to passing the green flag, the race leader will dictate the pace and, if necessary, fall more than five car lengths behind the Safety Car. In order to avoid the likelihood of accidents before the safety car returns to the pits, from the point at which the lights on the car are extinguished drivers must proceed at a pace which involves no erratic acceleration or braking nor any other manoeuvre which is likely to endanger other drivers or impede the restart.
- 3.14.12 As the Safety Car is approaching the pit entry, the green flag will be displayed at the start/finish line and the "SC" board withdrawn. Following this display of the start signal yellow flags and "SC" boards at the marshals posts will be withdrawn and be replaced with a waved green flag for one lap. The waved green flag will flow around

the circuit in both directions, as an adjacent post displays their waved green flag. This system may be supplemented by a message being simultaneously broadcast to all marshals' posts if such a communication system is available. Overtaking remains strictly forbidden until the start signal at the start/finish line is passed.

- 3.14.13 Each lap covered while the Safety Car is in service will be counted as a race lap unless specified to the contrary in Series regulations.
- 3.14.14. Under certain circumstances the Clerk of the Course may ask the Safety Car to use the pit lane. In this case, and provided its yellow/amber lights remain illuminated, all cars must follow it into the pit lane without overtaking. Any car entering the pit lane under these circumstances may stop at its designated garage area.
- 3.14.15 Should it be necessary to stop a race during a Safety Car deployment the Safety Car, with all competing vehicles following, will pass through the red flag at the start/finish line, complete one further lap at reduced speed and then, once the Safety Car comes to a stop at a position indicated by the Safety Car observer (which will usually be either the grid or Parc Fermé), all competing cars must stop behind it unless otherwise directed.
- 3.14.16. In exceptional circumstances the following may apply:
- (i) The race may be started behind the Safety Car. In this case its revolving yellow/amber lights will be turned on at the two-minute signal. This is the signal to the Entrants/Drivers that the race will be started behind the Safety Car and it will remain at the front of the grid during the remainder of the countdown. When the Green Flag is shown at the Start/Finish Line, the Safety Car will leave the grid and all cars will follow in single file in grid order no more than 5 (five) car lengths apart. The race will be deemed to have started when the Safety Car leaves the grid and the Green Flag is displayed.
  - (ii) Cars will leave the grid in single file grid order behind the Safety Car under the instruction of the Chief Start/Finish Line Marshal. Cars will remain in single file without overtaking, except that a car that falls behind may regain its grid position if the cars behind it could not avoid passing without unduly delaying the remainder of the field. In this case, Drivers may carefully overtake to re-establish their original starting grid order. If a car falls to the back of the grid, it must remain at the back of the grid.
  - (iii) Any car(s) delayed leaving the grid may not overtake another moving car if stationary after the remainder of the cars had crossed the line. In this case the car(s) shall remain at the back of the grid, in the order they left the grid.
  - (iv) A time penalty or Drive Through Penalty may be imposed on any Driver who, in the opinion of the Clerk of the Course, unnecessarily overtakes another Driver during these laps.
  - (v) The "SC" boards and Yellow Flags will be displayed at Marshals' Signalling Posts around the circuit until the Clerk of the Course withdraws the Safety Car from use in accordance with Regulation 3.14.10, 3.14.11. and 3.14.12.
  - (vi) All laps undertaken in this start procedure will be deemed to be counted as race laps
- 3.14.17 Any car being driven unnecessarily slowly, erratically or which is deemed potentially dangerous to other drivers at any time whilst the safety car is deployed will be reported to the Clerk of the Course. This will apply whether any such car is being driven on the track, the pit entry or the pit lane.

#### **4. PENALTIES:**

##### **4.1 Infringements of Technical Regulations:**

4.1.1 Arising from post practice Scrutineering or Judicial Action:

Minimum Penalty: The provisions of MSA Regulations: C 3.3.

4.1.2 Arising from post race Scrutineering or Judicial Action:

Minimum Penalty: The provisions of MSA Regulations: C 3.5.1 – C 3.5.2 (a) & (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 Regulation C 3.5.1 (c).

**4.3 Additional specific penalties:**

Infringements of non-technical MSA Regulations and the Sporting Regulations issued for the Challenge in accordance with the 2011 MSA Judicial Procedure Regulations, as amended by these Regulations.

In order to maintain standards of conduct, the series 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 the series coordinator will notify the organisers who will issue a written warning that his / her 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 & will result in a series steward's enquiry, with possible refusal of further race entries or other sanctions as seen fit.

4.1.4 The Clerk of the Course may impose a Stop & Go or Drive Through penalty for infringements of the regulations in accordance with MSA Regulation Q 12.6.

4.1.5 The Clerk of the Course may impose a grid position penalty for the next race or races of the Series for infringements of the regulations.

4.1.6 The Clerk of the Course may impose such penalties as appropriate according to the powers granted to him in G 5.3

**4.2 Infringements of non-technical MSA Regulations and the Sporting Regulations:**

As per 2011 MSA Judicial Procedure Regulations.

## 5. TECHNICAL REGULATIONS

### 5.1 Introduction:

The following technical regulations are set out in accordance with MSA specified format and it should be clearly understood that if the following texts do not clearly state that you can do something you should seek clarification from the series organisers prior to making any changes.

The organisers reserve the right to modify these series regulations as appropriate to ensure close competitive racing at all times.

Exceptions to the Technical Regulations may be made at the discretion of the series organiser in conjunction with the series scrutineer. If your vehicle does not conform to a specific regulation, please email [regs@clubmsv.co.uk](mailto:regs@clubmsv.co.uk) prior to the closing date for race entries with a detailed description of the part of your vehicle in question. Please include photos and any other information that might be relevant so that we can review your entry accordingly.

In any case, all MSA safety requirements must be adhered to as specified in the blue book.

### 5.2 Description:

The Club MSV Team Trophy is for competitors participating in Production and Production based Saloon, Hatchback and Sports cars manufactured after 1994 with the exception of teams who have previously competed in the Club MSV Trackday Trophy. Such teams are permitted to compete in vehicles manufactured before 1994.

Other pre-1994 vehicles that were marketed before 1<sup>st</sup> January 1994 **may** be permitted for competition subject to approval being granted from the series organisers before entry. Such approval must be sought in writing prior to the first race entered.

The responsibility to prove eligibility is that of the entrant at all times. The series organisers in conjunction with the Series Scrutineer shall determine matters as to the eligibility and the implementation which may involve photographing any part of the vehicle and performing electrical diagnostics at the scrutineers discretion.

All entries are at the discretion of the Series Organisers.

### 5.3 Classes

Cars will run in four classes based on power to weight ratio of the vehicle. The class structure will be as follows but may be subject to change depending on entries.

Class A: 176 – 200 bhp/ton  
Class B: 151 – 175 bhp/ton  
Class C: 126 – 150 bhp/ton  
Class D: Up to 125 bhp/ton

The power and weight of the vehicle to be self-certified by the competitor with his / her race entry in advance of the race.

The power of the vehicle must be measured at the wheels. Each competitor must self certify the power of their vehicle by providing a rolling road print out on or before the

race event. The rolling road analysis must have been carried out less than 12 months prior to any race.

The weight of the vehicle must be self certified by the competitor to be that of the car including one driver. The vehicle must equal or exceed the weight specified at the end of the race.

All vehicles must be under the maximum power to weight ratio of 200bhp / ton.

The organisers reserve the right to alter a competitor's class (based on performance). In any case, a competitor will be informed of the class change prior to the race.

PLEASE NOTE: All vehicles will be weighed at each round. At some rounds, competitor's vehicles may also be tested for their power output at the wheels.

#### 5.4 Presentation

Cars must be presented to a high standard. Unpainted panels, unrepaired damage or cars not achieving a satisfactory level of preparation and presentation, as judged by the series scrutineer, may receive a warning and may ultimately result in exclusion.

Presentation for a vehicle for scrutineering is a declaration by the entrant that the vehicle is eligible for that event and fully complies with the series regulations.

#### 5.5 Safety Requirements:

The following Articles of MSA Blue Book 'Section Section K Competitors: Safety' regulations are highlighted as being applicable (but not to the exclusion of any other) MSA General Regulations that automatically apply – see 5.1.2 above):

K 1.2.1 & K 1.2.2 , – ROPS (Roll over protection systems) general safety specifications

K 1.2.3, - ROPS, compulsory diagonal bar`

K 1.3.5 – ROPS, optional reinforcement

44,45,K 2.1.2 & K 2.1.3 - Seat belts, 4 & 6 point harnesses

K 3.1 - Fire extinguisher, Appendix 1, Table 3 , references (3.1.2 a) &/or (3.1.2 b) apply

K 5.1 & K 5.2, - Red warning light

K 6, - Fuel tanks & fillers

K 8 , - External circuit breaker (see also G120 & 121)

K 9 – Race Overalls (in particular, K 9.1.1)

K 10 – Crash helmets

K 13, - Head restraints

A link to the 2011 MSA Competitors & Officials Yearbook can be found here:

<http://www.msauk.org/site/cms/contentviewarticle.asp?article=1101>

##### 5.5.1 Safety Harnesses

In order to maintain the integrity of the harness system in the event of an accident, it is recommended that these should be a minimum of five-point attachment, in accordance with Q 19.14.2.

##### 5.5.2 Seats

It is strongly recommended that seats have side wings or side head restraints to take into account lateral forces.

## **5.6 General Technical Requirements & Exceptions**

All vehicles must comply with the relevant sections of the MSA Yearbook Section J, Section Q(Tech Regs), up and including Q 19.16

- 5.6.1 Competitors registering in this Series do so in the full knowledge that the organisers reserve the right to require the Series Scrutineer to carry out, record and enforce eligibility checks which may include the sealing of component(s) for subsequent checking. The costs of such checking shall be borne by the series organisers but the organisers shall not be liable for the costs of stripping or reassembly or rebuilding of vehicles after the checks have been carried out.
- 5.6.2 Advertising on vehicles is subject to requirements set out in MSA Yearbook Q 19.2.2 and H 28 & H 29 in particular.
- 5.6.3 All vehicles must comply with MSA General Technical Regulations and the relevant parts of the MSA Yearbook except where specified below.
- 5.6.4 Vehicles must be fitted with at least two externally mounted rear view mirrors.
- 5.6.5 Engines may be sealed at any time by a Licensed Eligibility Scrutineer and only by written permission in advance from the series organisers or series Eligibility Scrutineer may seals be broken.
- 5.6.6 The Car Specification elements of the Series Registration documents must be fully completed and will form part of a declaration of the cars suitability to align with this series. This document should be with the car when presented for scrutineering.
- 5.6.7 If a workshop manual or manufacturers specification sheet specifically for the model being raced is not available, then a manual for the standard version of the vehicle with any other relevant supplementary information to prove the authenticity of the uprated model would be acceptable. The onus is on the entrant to prove eligibility of the model.

## **5.7 Chassis:**

- 5.7.1 Chassis and chassis members must remain as originally manufactured and lightening or reducing of chassis or chassis member strength is prohibited save that the spare wheel well may be removed for the sole purpose of the fitting of a fuel tank in the boot area. A steel plate of at least the thickness of the metal removed must cover any remaining aperture.
- 5.7.2 Addition of material to strengthen the chassis and seam welding is permitted.
- 5.7.3 Minimum ground clearance is 40mm excluding exhaust systems.
- 5.7.4 All cars must retain the standard floor pan.

## **5.8 Bodywork:**

- 5.8.1 Bodywork must be complete and standard in shape and silhouette, material and thickness on all exterior surfaces except that bonnets, boots and spoilers may be

replaced with lightweight replicas and any non metallic panel may be replaced with a fibreglass replica. In the case of a hatchback the hatch may be fibreglass.

5.8.2 Silhouette

Modifications to the silhouette may be permitted subject to all of the following conditions:

Such modifications are:

- Fitted for safety or efficiency (i.e. to aid cooling of either the interior cabin or engine bay without a significant performance advantage)
- Approved by the series organisers and scrutineers in advance.
- In keeping with the spirit of the series (modifications that give a significant performance advantage at a high financial cost will almost certainly be illegal or outlawed in future regulations).

5.8.3 Headlights can be removed but must be replaced with blanking plates in order to retain the existing, exterior shell of the vehicle. All modifications must also comply with the regulations relating to presentation (section 5.4). Any replacement panels must be securely fixed.

5.8.2 The removal of exterior decorative strips and bumper overrides is permitted. Reworking or modification to exterior bodywork is prohibited but any part of the arch/wing pressing folded into the wheel arch may be deformed, but not removed, to give clearance to the tyres. Any item below the centreline of the wheel must not project beyond a line drawn at 45 degrees to the horizontal and tangential to the bodywork (not including overrides).

5.8.3 All internal panels and subassemblies must remain as originally manufactured, save that interior door cards may be removed or replaced subject to meeting MSA requirements. Strengthening is permitted. Battery trays and their supports may be removed.

**5.9 Interior:**

a) These regulations require the retention of the dashboard. In the habitable, floor carpets, under felt, sound deadening, headlining, front and rear parcel shelves, centre consoles, the front passenger and rear seats and trim in the boot/luggage compartment may be removed.

b) Instrumentation is free.

c) All windows are free. However, competitors must provide a method for ventilating their vehicle.

d) Driver's seat is free subject to MSA requirements and the driver must be located entirely to one side of the centre line of the car.

e) Heaters and interior ventilation systems may be removed.

5.9.1 The original boot and bonnet hinges and fasteners may be removed and are free but the original bonnet and boot shut lines must be as in production.

**5.6 Engine:**

- 5.6.1 Induction - air filter and air filter box may be removed and air ducting/trunking is free provided it does not extend beyond the periphery of the bodywork. Anti surge pipes are permitted as also are return pipes from the carburettor/injection system. Forced induction is permitted but a 36mm restrictor must be fitted. Boost pressure must not be adjustable from within the habitable. Regulations dictate that it shall be the standard production or homologated component and must not be modified save for the fitting of a 360 degree thrust bearing to improve reliability. The organisers reserve the right to introduce or modify the size of intake restrictors, and/or intercooler requirements for forced induction engines.
- 5.6.2 Oil coolers and additional water radiators are permitted provided they are located within the periphery of the bodywork.
- 5.6.3 The exhaust system is free subject to MSA requirements.
- 5.6.4 Inlet and exhaust manifolds are free.
- 5.6.5 It is permissible to remove metal from original cylinder blocks and heads.
- 5.6.6 Fuel pumps and fuel tanks are free subject to MSA requirements.
- 5.6.7 All other engine components are free.
- 5.6.8 Engine Sealing: Wire or paint may be used. To allow for scrutineers wire seals, every installed engine must have 1/16" holes drilled in readily accessible locations:  
A - Sump: Cross drilled through two adjacent retaining screws or studs.  
B - Rocker/cam cover: Cross drilled through two adjacent retaining screws or studs.
- 5.6.9 Engines may be sealed from the car's first event. Thereafter the seals must be in place at all times. If a seal needs to be removed for any reason, the entrant must inform the series scrutineer who will then re-seal at the first opportunity.
- 5.6.10 The organisers reserve the right to request a competitor to carry out a rolling road analysis of the vehicle at a rolling road specified by the race organisers at the competitor's expense.
- 5.7 Suspension:**
- 5.7.1 Modification to the suspension is subject to the following conditions:  
  
The spring and damper configuration and all of the original mounting points must be retained and used in the operation of the suspension except that coil over dampers may be used with adjustable spring platforms.
- 5.7.2 Dampers are free providing they are mounted on the original mounting points.
- 5.7.3 Anti roll bars and their mountings and shape and material are free providing they fit directly on to the original body/chassis mounting points and the mobile suspension units. No other additional suspension components are permitted.
- 5.8 Transmission:**
- 5.8.1 Transmission is free subject to MSA requirements.

5.8.2 Cars with a sequential gearbox will be moved up two classes. (i.e. car with 130bhp per ton which normally would be in class C will compete in class A)

**5.9 Electrical:**

5.9.1 Electrical equipment is free provided that a generator, battery and starter are fitted and in full working order at all times.

5.9.2 High intensity rear light and windscreen wiper to MSA requirements must be fitted and in full working order.

**5.10 Brakes:**

5.10.1 Brake systems are free save that carbon or ceramic disks and ABS systems are prohibited unless fitted in production, in which case they must be to production specification. Ducting for the purpose of cooling brakes or removing dust is permitted provided it is not visible outside the car, serves no other purpose and if beneath the car, does not project beyond a line drawn at 45 degrees to the horizontal and tangential to the bodywork (not including overrides). Modification or removal of brake back plates is permitted.

5.10.2 Brake lights must be operational and operated only by the brake pedal without a delay. The high intensity rear light must not be operated by the brake pedal.

**5.11 Wheels and Tyres:**

**5.11.1 Wheels:**

Road wheels must not be a greater width or diameter than in original production plus 1" and must be fastened to the hub by the original number of studs/bolts. Centre locking wheels and their hubs are prohibited. Material is free.

However, a wheel of production width and diameter must be able to be fitted to the hub and rotated, as and when required. This effectively precludes the fitting of brake systems which are a larger diameter than the original wheels will allow.

Competitors may be asked to supply an original cast, non split rim wheel for the purposes of verification.

**5.12 Tyres**

Tyres must be from list 1a or 1b from MSA list of eligible tyres.

**5.13 Weights:**

There is a minimum weight of 750kg. This includes the driver, normally seated with racing overalls and helmet. Cars under this minimum weight will only be permitted as guest entries.

The organisers reserve the right to increase or decrease minimum weight for eligible cars as appropriate.

These are true minimum weights with no tolerance and all cars must comply at all times. Ballast is permitted to achieve these minimum weights but weight may only be removed within the limits of the modifications detailed within these regulations.

Ballast must be securely attached within the vehicle and attachment bolts predrilled for the purpose of attaching scrutineers wire seals. The total weight of ballast carried, must be declared in the scrutineering log book and be in position at all times during practice and racing.

All cars must comply with these weight limits irrespective of the year of manufacture and any other series regulations or waivers.

The organisers reserve the right to add success ballast to any vehicle seen to have an uncompetitive advantage over the rest of the field.

**5.14 Numbers and Series Decals:**

5.14.1 Only competition numbers as allocated by the series Registrar shall be displayed in accordance with MSA regulation J Drawing no 4 and shall remain as allocated until the end of the season in question.

5.14.2 All vehicles must display the series advertising material associated with a Series sponsor as required by the series. Stickers will be provided on the morning of each race event.

- 1) Club MSV sticker on either side of the vehicle
- 2) MSVR Sticker on either side of the vehicle

Further sponsors may be added at a later date.

**6. APPENDICES:**

**6.1 Race Organising Contacts:**

Drivers Representative: Mathew Bates Email: [teamtrophy@clubmsv.co.uk](mailto:teamtrophy@clubmsv.co.uk)

Series Scrutineer: Chris Mount Email: [regs@clubmsv.co.uk](mailto:regs@clubmsv.co.uk)

**6.2 Commercial Undertakings:**

None

**6.3 Agreed Waivers:**

None.

**6.4 Log Books:**

A central logbook will be held by the eligibility scrutineer where specific eligibility infringements will be recorded and a copy issued to the entrant at scrutineering.