

2017 HOT HATCH RALLYCROSS CHAMPIONSHIP

SPORTING & TECHNICAL REGULATIONS

1. SPORTING REGULATIONS - GENERAL

1.1 Title & Jurisdiction:

The Hot Hatch Rallycross Championship is organised and administered by the British Automobile Racing Club (BARC) and Lydden Hill Motorsport Club (LHMC) 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/S056

Status: National B

MSA Championship Grade: C

1.2 Officials:

1.2.1 Coordinator: Tim Whittington, Whittington@me.com 07973 215449

1.2.2 Eligibility Scrutineers: Dave Newton, daveynewton@msn.com, 07814 595132

Deputy Eligibility Scrutineer: Keith Marchment, keith.marchment@hotmail.co.uk, 01264 356400

1.2.3 Championship Stewards:

Any three of the Championship Stewards may sit to make a decision. In accordance with (G) 2.7, Championship Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved Championship regulations. Under (G) 2.7.1, Championship Stewards are also empowered to consider any request 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). Under (W) 2.2.1, the Championship Stewards can only adjudicate upon any disputes, 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.

The Championship Stewards are: Dennis Carter, Rod Parkin, Steve Stringwell, David Walton, Terry Wright.

1.3 Competitor Eligibility:

1.3.1 Entrants must be fully paid up valid membership card holding members of the BARC or LHMC and be in possession of a current MSA Entrants Licences.

1.3.2 Drivers and Entrant/Drivers must be fully paid up valid membership card holding members of the BARC or LHMC, be Registered for the Championship and be in possession of a current Non-Race National B licence, as a minimum.

Or, be 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.

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 the approval of their head teacher and a letter stating such approval from his/her school in order to fulfil registration for the Championship.

Acceptance of registration is entirely at the discretion of the Championship Organisers.

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

1.4 Registration:

1.4.1 Applications to register for the Championship must be completed using the online form available at the link below (a paper form is available by request). Where a car is entered for the Championship, by someone other than the Driver, it will be necessary for that Entrant (who must be in possession of a valid MSA Entrants Licence) to complete the Registration Form along with, and nominating, their Driver. By applying for registration the Entrant and Driver agree to be bound by these regulations, the technical regulations and supplementary regulations for the Championship as well as the regulations of the MSA and any commercial regulations issued by the Championship Organisers. Acceptance of applications is entirely at the discretion of the Championship Organisers. Registration form: <http://barc.prosolvehosting.co.uk>

1.4.2 The registration fee is £100 for the full Championship or £25 per round on a round-by-round basis.

1.4.3 Applications for registration open with the publication of these regulations and close at the closing date for entries of the final round.

1.5 Championship Rounds:

1.5.1 The Championship will consist of nine events:

1	19.03.17	Croft
2	17.04.17	Lydden (Easter Mon)
3	25.06.17	Pembrey
4-5	22-23.07.17	Mondello Park
6	28.08.17	Lydden (BH Mon)
7-8	23-24.09.17	Pembrey
9	21.10.17	Croft

The Organisers reserve the right, in accordance with MSA Yearbook D11.1.3, to cancel, postpone, change or substitute events if necessary due to exceptional unforeseeable conditions, and are not liable for any damages so incurred as a result.

1.5.2 Entry secretary: David Wheadon
BARC, Thruxton Circuit, Andover, SP11 8PN
Tel.: 01264 882209
Email: dwheadon@barc.net

1.6 Scoring:

1.6.1 In order to score points, collect trophies and awards, all cars and Drivers competing in the Championship will be required to display and wear Championship Sponsors' ~~decals and badges~~ branding in the nominated position on clothing and vehicle. **Non compliance will result in loss of points, trophies and awards for that event. The position of branding to be carried on cars and clothing will be specified the Championship Branding Guide (7, Commercial).**

1.6.2 The Championship Organisers reserve the right to enter a guest car(s) into any Championship event. Such entries will **not** be registered for the Championship and will **not** score points.

1.6.3 The allocation of Championship points will be determined as follows:

First to eighth positions will be the **classification** of the Final.

Ninth to 16th positions will be the semi-finalists who did not start in the final ranked by their **classification** in their semi-final. **Drivers finishing in the same position in the two semi-finals will be classified according to their position in the Intermediate Classification (ie of the two fifth placed semi-finalists, the one placed higher in the Intermediate Classification will take precedence, etc.).**

17th position onwards will be as per the Intermediate Classification.

In any event where the semi-finals, and/or the final is not run, competitors will score full championship points based on positions at the Intermediate Classification or the qualifying order for the final and the Intermediate Classification as appropriate.

1st	- 30pts	13th	- 12pts
2nd	- 27pts	14th	- 11pts
3rd	- 25pts	15th	- 10pts
4th	- 23pts	16th	- 9pts
5th	- 21pts	17th	- 8pts
6th	- 19pts	18th	- 7pts
7th	- 18pts	19th	- 6pts
8th	- 17pts	20th	- 5pts
9th	- 16pts	21th	- 4pts
10th	- 15pts	22th	- 3pts
11th	- 14pts	23th	- 2pts
12th	- 13pts	24th	- 1pt

In the Championship a competitor will count a maximum number of scores equal to the number of Championship events organised less two. The final round of the Championship must be one of those counted.

Where events run combined with other championships, only those registered in the Championship will be awarded points.

All Championship events will score maximum points regardless of distance.

1.6.4 If a dead heat is declared in any race, semi-final or final, all the Drivers concerned will score full points for that place.

In the event of a tie between two or more Competitors in the Championship, the greater number of first place finishes achieved by the Competitors involved in the tie will be used to determine the overall final standing.

Should a tie still exist, it will be resolved:

- i) By taking into account the greater number of second places achieved; then third places etc.
- ii) By taking into account the number of competitors (i.e. points scorers) beaten during the season by each Competitor.

1.6.5 Championship Points Appeal C6.5.

1.6.6 Event Penalties

Where a competitor is excluded from a qualifying race, semi-final or final, or from the event, that event must be one of those counted towards the end of year score.

1.7 Awards:

1.7.1 All trophies will be presented to the drivers as soon after the last race as is practical. To receive event trophies, the driver must attend the prize-giving in race-wear with branding correctly displayed.

1.7.2 Trophies will be presented at each event to drivers as follows:

1st, 2nd and 3rd: A trophy

1.7.3 End of season awards are Trophies and will be presented as follows (see also SR1.6.3):

First place, a trophy

Second place, a trophy

Third place, a trophy

1.7.4 Bonuses:

The Championship Organisers 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.

In the event of any Provisional Results or Championship Points Tables being revised after any provisional awards presentations and such revisions affecting the distribution of any awards, the Competitors concerned must return such awards to BARC in good condition within seven days.

1.7.5 Entertainment Tax liability

In accordance with current government legislation, the organiser is 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 UK. The UK does not include the Isle of Man, Channel Islands or Eire. This means that, as the organiser, LHMC 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 HMRC 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, SO708
PO Box 203
Bootle
L69 9AP
Tel: 03000 547 395
Fax: 0151 472 6483

2. SPORTING REGULATIONS - JUDICIAL PROCEDURES

2.1 **Rounds:** In accordance with Section C of the current MSA Yearbook **these regulations and any Supplementary regulations for the event. (The events at Mondello Park will run under Motorsport Ireland regulations.)**

2.2 **Championship:** In accordance with Section C of the current MSA Yearbook and **these regulations.**

2.3 Any Regulation clarifications necessary during the year will be notified in writing to all registered Competitors in an Official Bulletin (MSA Yearbook D11.1.3).

2.4 Any competitor who is excluded from an event will lose all championship points for that event and must count the result of that/those events, among those contributing to his/her championship score.

2.5. TECHNICAL DISPUTES

2.5.1. The Organisers and the Championship Eligibility Scrutineer reserve the right to check, seal and/or remove any suspect part for more detailed examination.

2.5.2 The Organisers and the Championship Eligibility Scrutineer also reserve the right to impound individual parts or the whole car without prior notification.

All costs will be borne by the Competitor.

3. CHAMPIONSHIP MEETINGS & PROCEDURES

3.1 Entries:

3.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date for entries before each Event.

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 Meeting Organiser 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 Meeting Organisers in writing. D25.1.12 applies.

3.1.4 The Entry Fee for each event shall be specified in the SRs and on the entry form.

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

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:

3.3.1. 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.

3.3.2. Each driver shall complete a minimum of 3 laps in the car to be raced and in the correct session.

3.4 Races:

3.4.1 Each event will consist of practice, **up to three rounds of Qualifying races**, semi-finals and final.

3.4.2 **All categories will start Qualifying Races in 3-2-3-2 format up to the maximum allowed by the track licence, but will not normally exceed 8 cars. In all cases the decision of the Clerk of the Course is final.**

3.4.3 **The grids for the first Qualifying races will be pre-determined. The grids for the second Qualifying races will be based on the result of the first Qualifying and the grids for the third Qualifying races will be based on the result of the second Qualifying. (i.e. the fastest driver in Qualifying one will be on pole for the last race for the second Qualifying. The second fastest will be in second grid slot in the last race, etc).**

3.4.4 **Qualifying heats will be run over 4 laps, semi-finals and finals will be run over six laps. Race length may be changed at the discretion of the Clerk of the Course.**

3.4.5 Some Qualifying races may be amalgamated.

3.4.6 Should any race be disrupted the Clerk of the Course shall not be obliged to resume or re-run the race.

3.5 Qualifying points

3.5.1 **Qualifying** points will be allocated as follows: Fastest 1 pt; 2nd Fastest 2 pts and so on

3.5.2 Competitors who do not record a total race time for any **Qualifying race** (DNF) will be allocated points equal to the number of starters in their class plus 2 points

Those who did not start (DNS) will be allocated points equal to the number of starters in their class plus 3 points

Those who are excluded from a **Qualifying race** will be allocated points equal to the number of starters in their class plus 5 points.

3.5.3 At the conclusion of the Qualifying races there will be an Intermediate Classification which will determine the grids for the semi-finals or final and the final classification for any competitors who do not qualify for the semi-finals or final.

3.5.4 Semi-finals will only be run if there are a minimum of 10 qualifiers.

3.5.5 To be classified as a finisher, and qualify for the **semi-finals or final** a competitor must have completed at least one **Qualifying race**.

3.5.6 The results of all qualifying races will count in the Intermediate Classification.

3.5.7 Where competitors have equal points in the Intermediate Classification, precedence will be given to the driver(s) who were fastest in the third Qualifying races.

3.6 Finals

3.6.1 The 16 top scoring drivers in the intermediate classification will qualify for the semi-finals. The winner, second, third and fourth place driver in each semi-final will qualify for the final. The semi-finals will only be run if there are at least 10 cars able to participate (a minimum of five cars per semi-final; if the semi-finals are not run, the eight top-scoring drivers in the intermediate classification will progress directly to the final.

3.6.2 Semi-finals and finals will be run over six laps. From the Intermediate classification, drivers placed in positions 1,3,5,7,9,11,13 & 15 will start in semi-final one. Drivers placed in positions 2,4,6,8,10,12,14 & 16 will start in semi-final two.

3.6.3 Of the two semi-final winners, the one placed higher in the Intermediate Classification will start the final from pole, with the other starting second. The remaining grid places will be taken by the two second placed finishers, the two third placed finishers and the two fourth placed finishers (in each case the position in the Intermediate Classification which will determine which of each pair starts ahead of the other).

3.6.4 Reserves – Should any of the semi-final or final qualifiers be unable to take their place on the grid, the other starters in the race will move up and the last place on the grid will be taken by the next qualifier able to start. In the semi-finals, that means those from seventeenth down in the Intermediate Classification. In the final that means the highest placed in the intermediate classification of the two fifth-placed finishers from the semi-finals, then the other of the fifth-placed finishers. If neither of the fifth-placed finishers are able to start, the same method between the two sixth-placed finishers, etc.

3.6.5 Final Classification – First to eighth positions will be the **classification** of the Final. Ninth to 16th positions will be the semi-finalists who did not start in the final ranked by their **classification** in their semi-final. **Drivers finishing in the same position in the two semi-finals will be classified according to their position in the Intermediate Classification (ie of the two fifth placed semi-finalists, the one placed higher in the Intermediate Classification will take precedence, etc.).** 17th position onwards will be as per the Intermediate Classification.

13.6.6 To compete in the semi-finals or final, all competitors and their cars must be at the pre-grid area before the previous race has started. Should a competitor **not be present and ready to race when the race is ready to be released from pre-grid**, then the next placed qualifier may be allowed to start.

3.7 Starts:

3.7.1 All cars will be released from the pre-grid to form up on the grid prior to the start in formation as specified on the grid sheet.

3.7.2 The start will be via a Standing start. Competitors will be shown a “Ready to Race” sign to indicate that the start is imminent. The signal for the race start will be the green lights coming on. In the event of a false start there will be flashing red light and the start procedure will be undertaken again

3.7.3 In the event of any starting lights failure the Starter will revert to use of the National Flag once all competitors have been advised of the fact

3.7.4 The Organisers reserve the right to amend this start procedure via a bulletin issued to all competitors. This may involve changing the method of starting and/or the countdown procedure leading up to the start signal being given.

3.8 Session Red Flag

3.8.1 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 drive to the Parc Fermé or the starting grid area, as directed by officials. No work may be carried out on any car unless authorised by the Clerk of the Course or Scrutineer. Any car that returns to the paddock will be considered to have retired from the race.

3.9 Paddock

3.9.1 Competitors must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times. In addition any paddock plan issued by the Organisers must be complied with and the minimum amount of space should be used when setting up.

3.9.2 Refuelling:

A refuelling area will be provided and all competitors must purchase their fuel from and be refuelled in this area. Race and super unleaded fuel will be available at all rounds. The fuel supplier will operate the refuelling zone and will also carry out fuel checks. The penalty for non-compliance will be exclusion from the event.

3.10 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 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
- VI. if so directed, place their car into the Parc Fermé where it must remain until released by the Championship Eligibility Scrutineer or his deputy

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. (MSA regulation D26.3)

3.12 Timing Modules:

It is the Competitors responsibility to ensure that a working transponder of one of the types listed below is fitted to the vehicle.

- AMB260
- Mylaps car\bike (red)
- Mylaps X2 car\bike with active subscription

No electronic equipment may be placed within five metres of any official timing line and any breach of this may result in the confiscation of the equipment concerned.

4. PENALTIES:

4.1.1. Technical infringements arising from post-practice Scrutineering or Judicial Action: Minimum Penalty; The provisions of MSA Regulations: C3.3.

4.1.2. Arising from post event Scrutineering or Judicial Action: Minimum Penalty; The provisions of MSA Regulations: 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 Regulation C3.5.1. (c).

4.1.3. Repeated Technical Infringements will be referred to the Championship Stewards for consideration of exclusion from the Championship of the Car, Driver or Entrant.

4.2.1 Infringements of non-technical MSA Regulations and the Sporting Regulations issued for the Championship in accordance with the 2017 MSA Yearbook section C; any such penalties may affect a competitor's eligibility for Championship points and awards.

4.2.2 If it appears from any evidence that there may have been actions by a competitor or a member of his team considered to have brought the championship into disrepute the Championship Co-Ordinator will be entitled to request that the championship Stewards consider the inception of an inquiry into the matter. Penalties may include individual event bans, loss of event awards and or end of season awards, loss of championship points or exclusion from the championship. The Championship stewards' judgement will be subject only to the right of appeal to the MSA.

5. TECHNICAL REGULATIONS - GENERAL

5.1 Eligible vehicles

The Championship is open to drivers of rallycross vehicles as defined by the LHMC Hot Hatch technical regulations.

5.1.1 Fuel

Vital Equipment has been appointed as the single fuel supplier. All fuel must be purchased onsite from the supplier which will operate a refuelling zone in which all refuelling must take place. Carless Superplus must be used.

5.2 not used

5.3 not used

5.4. Judicial Cameras

5.4.1. All cars must carry a forward facing camera, positioned to show the driver's feet, hands and the view through the front windscreen. Cameras **must record in HD quality and** have a removable SD memory card. **Systems with multiple cameras must be set to display images so that any 'inset' views do not obscure the view through the front windscreen or of the driver's hands and feet. Cameras must be mounted before scrutineering. Suction mounts are not permitted.**

5.4.2. It is the driver's responsibility to ensure that that camera is recording during practice, **heats qualifying** and finals.

5.4.3. It is the driver's responsibility to ensure that the battery life and memory **card** space is adequate **to record the entire race and until the car is parked in the paddock or Parc Fermé. The memory card must contain only the current event.**

5.4.4. Footage must be made available to the clerk of the course on **request.**

The penalty for non-compliance **with any of the above** will be exclusion from the race.

5.4.5. Drivers must record the serial numbers of their **memory** card(s) to avoid any confusion when the card(s) are returned.

5.4.6. **The footage can be used only by the officials and the Championship organiser. With the exception of cameras installed by the Championship TV contractor no other oncar/incar video, still or motion picture cameras will be permitted without the written authority of the Championship Coordinator. For the avoidance of doubt, Competitors may not allow footage from the judicial camera to be published in any way without the written authority of the Championship Coordinator.**

5.5. Numbers & Championship Identification

5.5.1 not used

5.5.2 **Competition numbers will be supplied by the Championship organiser. Only the numbers supplied can be used. Numbers must be positioned as detailed in the Championship Branding Guide.**

5.5.2.1. not used

5.5.2.2. not used

5.5.3. The driver's surname must be displayed on the rear side window. The driver is responsible for providing this decal which must be as specified in the **Championship Branding Guide** (where the car has no rear side window, positioning of the numbers and driver's name will be by agreement with the Championship Organisers).

5.6 Safety Requirements

5.6.1. Each competitor is required to carry at least one fire extinguisher and have it available for use at their service area/garage.

5.6.2 Each team shall provide a ground sheet which the competition vehicle must be parked on throughout servicing.

Any competitor who does not comply with 5.6.2 or 5.6.3 will be refused permission to start until they comply.

5.6.3 Waste oil, tyres and other consumables must only be disposed of in the specifically provided

waste receptacles at the venues (NOT general waste bins), or if not provided be taken home.

6 SPECIFIC HOT HATCH TECHNICAL REGULATIONS

6.1.1 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 make a modification you should work on the principle that you cannot.

6.2 Hot Hatch cars are 2-wheel drive four seater hatchbacks that must meet the definition of a series production car since 1/1/95. For avoidance of doubt this means any model/type that ceased production before 31/12/94 is not permitted. The Hot Hatch Car Class is for hatchback cars that are, or have been available on general sale to the public in the UK and, in a) and b) below are at least 3 years old. Competitors must be able to produce proof of date of registration and production upon request.
HOMOLOGATION SPECIALS ARE NOT PERMITTED

6.2.1 The Hot hatch cars permitted are: -

- a) Cars with engine capacities up to 1600cc having no more than 2 valves per cylinder.
- b) Cars with engine capacities up to 1400cc, which may have more than two valves per cylinder having fixed valve timing.
- c) Cars with engine capacities up to 1600cc having more than two valves per cylinder .
- d) Cars with diesel engines of capacity up to 1500cc.
- e) VVT configurations are permitted.

6.2.2 Hot Hatch

The cars permitted are:

Any Hot Hatch vehicle that must meet the definition of a Series Production Car since 1 January 2003 as defined in MSA Nomenclature and Definitions (MSA Blue Book, Section B on page 60) and have more than two valves per cylinder.

6.3 GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS.

6.3.1 Cars must comply with the Technical Regulations published by the Organisers for the event throughout official practice, qualifying heats and finals.

6.3.2 Glass sunroofs MUST be replaced as per MSA

6.3.3 All cars must comply fully with the current MSA Yearbook regulations J and Technical regulations N6.1. to 6.14.3. and these supplementary regulations.

6.3.4 No approved modification may give rise to an unapproved one.

6.3.5 The use of magnesium alloy sheet is not permitted. Titanium sheet may only be used for heat shields.

6.4 SAFETY REQUIREMENTS.

6.4.1 Minimum, Comply with current MSA Yearbook regulation N6.11 to 6.12.6. inclusive.

6.4.2 Roll over structure to N 6.12.1 as a minimum is mandatory. K1.6.1 Appendix 2 drawing 12 (g) or (h).

6.4.3 Cars may fit optional bars as K Appendix 2 drawing 11.

6.4.3 A homologated competition seat and mountings are mandatory and as minimum comply to K2.2, to K2.3 inclusive.

6.4.4 Seat Belts minimum requirement; complying with N6.12.2.

6.4.5 From a 'race ready' position with seat belts fastened, the driver must be able to vacate the car in 5 seconds.

6.4.6 A fire extinguisher MUST be fitted; the minimum specification must be to current MSA Regulations. (K3.1.2. (b) or (c) not necessarily plumbed in)

6.4.7 Window nets must be fitted on the drivers side of the vehicle.

6.4.8 In addition to the minimum apparel standards set out in MSA General Regulations N9 the following are mandatory:

i) Flame resistant gloves and shoes

6.4.9 The following are highly recommended:

i) FHR devices

ii) fireproof gloves

iii) fireproof underwear

iv) fireproof balaclava

6.5 CHASSIS and BODYWORK.

6.5.1 The standard body shell MAY NOT be strengthened except for the following: -

- i) The fitting of the roll cage as 5.5.3.a & b
- ii) The reinforcing of the standard suspension mounting points may NOT extend to more than a radius of 100mm from the centre of the suspension point.
- iii) To prolong the life of the body shell it is permitted to carry out seam welding.

6.5.2 The exterior of the car MUST remain as standard including mirrors, door handles and bumpers, although it is permitted to remove body mouldings, badges and the radio aerial. It is permitted to fit guards to engine sump and fuel tank. Any guards may protect but NOT strengthen. These protections must be made from either aluminium alloy, steel or composite material and have minimum thickness of 4mm and 2mm for steel. The total weight of protections must be 20kg maximum (~~FIA279 appendix J page 7-3-2-5~~). It is NOT permitted to reinforce the bumpers or their mountings.

6.5.3 Glass sunroofs MUST be replaced as per MSA Yearbook Regulation Q19.14.6.

6.5.4 The side and rear window glass must be replaced with Perspex having a minimum thickness of 4mm.

Consideration MUST be given to driver's compartment ventilation and for this purpose only, it is permitted to cut a maximum of 4 X 2-inch diameter holes in each of the rear side and tailgate windows. A vent hole may also be added to the driver's door large enough to accept the driver arm.

6.5.5 The interior of the car MUST have the roof lining, carpets and all the seats, apart from the driver's (See 5.5.3.c), removed. It is also required that any audio equipment, spare wheel, tools and standard seat belts be removed. It is permitted to remove the door trim panels and the window regulators (the windows must then be fixed to prevent them opening). It is recommended that trim panels are replaced by aluminium or Kevlar panels.

6.5.6 An interior mirror of a minimum of 50 sq. cm. MUST be fitted. The original dashboard MUST be retained although instruments may be replaced. Dashboard may be modified to allow fitment of rollcage.

6.5.7 Mud flaps must comply with N6.9.

6.6 ENGINE.

6.6.1 The engine and gearbox must be as originally fitted as original equipment to the car and be in the original location.

6.6.2 Pistons must be unmodified standard production or approved replacement pistons subject to a maximum oversize of +0.5mm. (even if this increases the capacity beyond 1400/1600) Competition pistons are prohibited. Stroke must comply with Manufacturer's original specification. Material may be removed from the skirt area only for balancing purposes. In this case ONE piston must remain unmodified.

6.6.3 Lightening of crankshaft or con rods is prohibited. Balancing may be carried out by pin drilling only.

6.6.4 Camshaft must be standard as originally supplied for type of engine used. It may not be machined or reprofiled. Original timing gear must be used. Offset keys or adjustable vernier drives may not be used, unless fitted to the original engine.

6.6.5 Cylinder head must be standard as originally fitted to the type of engine used. No gas flowing or polishing is allowed. The original terrain must be visible in the inlet & exhaust ports and in combustion chambers. Heads may be skimmed for maintenance purposes only and may not be less than Manufacturer's minimum dimension.

6.6.6 Competition flywheels are not permitted. The standard unit may not be lightened or machined.

6.6.7 It is permitted to baffle the standard sump and modify the oil pick up pipe. Dry sumping is not allowed.

6.6.8 It is permitted to fit an oil cooler within the engine compartment.

6.6.9 It is permitted to remove/replace the original air filter and filter housing with a performance filter or induction kit. Where engine breather pipes cannot be refitted to the induction system, breather pipes must go to a breather catch tank of adequate size. It is permitted to change carburettor jets or injectors. It is NOT permitted to modify the inlet manifold system including the throttle mechanism, carburettor, fuel pressure regulators, and throttle body apart from fitting an additional external throttle spring

6.6.10 The standard ignition/engine management system MUST be retained but it is permitted to fit a modified "chip". Rev. limiters may be fitted or removed. Spark plugs and ignition leads are free. It is NOT

permitted to add additional ignition systems. The ignition system must not perform any functions not intended by the manufacturer. 3D Management systems are not permitted.

6.6.11 All water radiator and hoses are free but the original radiator location MUST be retained. Heater may be removed and pipe work blanked off or linked together in the engine compartment.

6.6.12 To allow for scrutineers seals at least two adjacent sump bolts and two adjacent rocker/cam cover bolts must have suitable sized holes drilled.

6.6.13 Turbocharging is only permissible for diesel engines and only where fitted as standard to the vehicle. On all turbochargers the actuator may NOT be replaced, uprated or modified.

6.6.14 Where forced induction is utilized where permitted by these regulations, the parts, location and operation of the intercooler system must remain as fitted by the manufacturer as standard for that vehicle model. Any faulty, restricted, dislodged, or leaking pipe work may be deemed a breach of the Technical Regulations. Additional cooling or aiding of the air intake system and / or air intake charge (other than the standard intercooler system) is prohibited. No additional plumbing into this system will be authorised.

The Competitor must be able to produce a recognised part number for all parts of the induction system

6.7 TRANSMISSION.

6.7.1 The standard gearbox casing and all internals MUST be retained. Gear ratios & final drive ratios must be the same as originally supplied for that model of car. Torque bias and limited slip differentials are not permitted even if fitted as original equipment.

6.7.2 Torque bias and limited slip differentials must be replaced by a normal differential with the correct ratio.

6.7.3 All forms of traction control are prohibited.

- All sensors on the wheels, drive shafts and differential are prohibited.
- In order to measure the speed of the car, a single sensor on one driven wheel may be used.
- Whatever their positions, optical sensors for measuring the speed of the vehicle are prohibited.

6.7.4 Standard drive shafts must be retained.

6.7.5 The clutch drive plate and cover may be up rated by a standard pattern type. It must fit without any modification to the flywheel. Friction material is free providing it is to the original configuration.

6.7.6 SUSPENSION and STEERING.

6.7.7 It is permitted to fit non-standard shock absorbers and springs provided that they mount onto the body at the standard suspension mounting points. Any shock absorber units may only have a single method of damping adjustment. Multi-adjustable and/or remote reservoir types are prohibited

6.7.8 The ride height may be altered. Adjustable spring platforms are permitted

6.7.9 It is permitted to fit up rated bushes to the suspension (No rose type joints permitted)

6.7.10 It is permitted to fit, remove or up rate anti-roll bars. (No rose type joints permitted)

6.7.11 It is not permitted to have adjustable suspension geometry. I.E. Camber, Caster unless fitted as standard to the original car, the car MUST retain the type of suspension fitted as original equipment. Camber must at all times be no more than 1 degree more or less than the original manufacturers specified figure. Competitors must be able to provide manufacturers data to prove the original camber of their car.

6.7.12 Strut braces are permitted and their design and material are free, but they must not connect to any part of the front bulkhead.

6.7.13 The steering lock must be removed

6.8 BRAKES.

6.8.1 The standard braking system must be retained.

6.8.2 Friction material is free.

6.8.3 Standard pattern after market ferrous discs and drums may be used.

6.8.4 It is not permitted to use cross-drilled or grooved brake discs/drums.

6.8.5 Brake lines may be re-routed. It is recommended that flexible braided brake lines be installed.

6.8.6 It is permitted to replace/add a brake pressure- limiting valve. Any such valve must not be able to be adjusted by the driver while driving the car. It must comply with MSA Yearbook Regulation N6.8.2.

6.8.7 It is permitted to remove or deform brake back plates and add additional ducting to aid brake cooling.

6.9 WHEELS.

6.9.1 Wheels MUST retain standard diameter and offset and be of maximum rim width of 5.5", unless the standard rim width of the model is greater. Non- standard wheels may be fitted but standard diameter and offset must be retained.

6.9.2 Where a control tyre of correct dimension is not made, the organisers may, at their discretion authorise a wheel with a different diameter and/or width.

6.9.3 The length of the wheel stud or wheel bolt is free. Wheel fixings are free but must match the wheels.

6.10 TYRES.

6.10.1 List 1A or 1B unless specified in Championship Regulations.

6.10.2 Tyres must be road legal in every respect.

6.10.3 The use of tyre heating/heat retention devices, tyre treatments and compounds are prohibited.

6.10.4 No alteration to the tyre from the manufacturer's specification is permitted.

6.10.5 Re-cutting, re-grooving or in any way modifying the tread pattern is not permitted.

6.10.6 All the manufacturer's data must be clearly visible. Buffing of the sidewalls to remove data is prohibited.

6.11 ELECTRICS.

6.11.1 Only one battery may be fitted. The type of battery is free but it must be sealed and can be located anywhere within the vehicle in accordance with J5.14.1.

6.11.2 The battery must be capable of repeatedly starting the engine at any time when requested..

6.11.3 It is recommended that all lights are removed and similar shaped covers are fitted to the resulting holes.

6.11.4 Two high-level brake lights MUST be fitted to the inside of the rear window in accordance with the MSA yearbook regulation N6.7.2.

6.11.5 A high intensity rear light must be fitted in accordance with MSA Yearbook regulations K5.

6.11.6 Both charging and starting circuits must be as standard and function efficiently.

6.12 WEIGHT.

6.12.1 A minimum weight, including driver, is set for individual makes and models of eligible cars. When a make/model is entered for which a minimum weight is not specified in these regulations the weight will be 900kg and assessed at first event at which the car participates. The organisers reserve the right to alter the weight during the first event. The specified minimum weights will be regularly reviewed. Any adjustments will be published by championship bulletin a minimum of 7 days prior to the next championship round.

6.12.2 Cars complying to 5.5.1.b (a) and (b)

Citroen Saxo VTR 880kg

MG ZR (on 16" wheels only) 900kg

Peugeot 106 XSI 875kg

Vauxhall Corsa 900kg

Volkswagen Golf 900kg

Volkswagen Lupo 900kg

Cars complying to 5.5.1.b (c)

Citroen Saxo VTS 900kg

C2 900

Ford Fiesta 900kg

Peugeot 106 900kg

Volkswagen Lupo 900kg

Cars complying to 5.5.1.b (d) (Diesel Hot Hatch)

All vehicles: 900kg

All VVT vehicles: 1000kg

6.13 FUEL TANK and FUEL.

6.13.1 The fuel pump, filter and fuel lines are free.

6.13.2 Cold start systems may be disconnected or removed.

6.13.3 not used

6.13.4 Diesel engine vehicles

Diesel Automotive Gas Oil (DERV) on general sale to the public at roadside filling stations in the UK complying with BS EN 590 and EU Directive 98/70EC Any commercially available smoke reducing fuel additive is permitted for environmental considerations only. No other additives are permitted.

6.13.5 The original fuel tank may be replaced by another provided it is located in the original location

6.13.6 If the fuel tank is located inside the car, a safety, currently FIA homologated FT3 type must be fitted if the standard tank is not used.

6.13.7 An alloy fuel tank, maximum capacity 5 litres, fitted with fuel tank foam may be fitted inside the engine compartment.

6.14 EXHAUST and SILENCING.

6.14.1 The standard exhaust manifold may be replaced.

6.14.2 The exhaust system is free but it MUST exit from the rear of the car.

6.14.3 Exhaust gas recirculatory systems may be removed.

6.14.4 Exhaust manifold, turbo charger must remain a complete component

6.14.5 It is not permitted to fit a temperature sensor to the exhaust manifold to monitor exhaust gas temperature

6.14.6 On all turbochargers the actuator may NOT be replaced, uprated or modified.

6.14.7 Exhaust manifold to turbo flange gasket is free as long as is fitted to original mounting points.

6.14.8 Turbocharger threads may be reclaimed by normal repair methods

6.14.9 Anti lag system on turbocharged vehicles is prohibited.

6.14.10 Competitors are reminded of the provisions of GR J5.16.7

6.14.11 Diesel Smoke Emissions:

6.14.12 All competitors in diesel vehicles must ensure that visible smoke emissions are kept to a minimum.

6.14.13 Any commercially available smoke reducing fuel additive is permitted for environmental considerations only. No other additives are permitted.

6.14.14 It is permitted to fit oxidation Catalysts or any other device to ensure that smoke emissions are as low as possible. Type, number, design, construction and fitment of any device or devices solely to achieve this is free. Any device or all devices used to achieve this must be fitted underneath and within the plan periphery of the vehicle. Devices must be effectively isolated and insulated from the passenger compartment.

6.14.15 Any diesel vehicle emitting unacceptable amounts of smoke will not be permitted to continue racing at that meeting until such time as visible smoke emissions are rectified to the satisfaction of a Scrutineer.

6.14.16 If in the opinion of the Series Eligibility Scrutineer or his Deputy a vehicle is repeatedly emitting excess black smoke the competitor will be required to fit an exhaust oxidizer/catalyst/particulate trap or any other device to the satisfaction of the Series Eligibility Scrutineer Evidence of this may be in the form of visual observation by the series Eligibility Scrutineer, Chief Scrutineer or his deputies, video or any other means. This will be taken as a Judgement of fact and is not subject to appeal.

7 Commercial

7.1. Championship Sponsors' ~~decals~~ branding must also be carried on each car. The position of branding to be carried on cars and clothing will be specified the Championship Branding Guide which may be varied from time to time.

7.2. Two sets of Championship sponsors decals will be provided for the season. Any additional decals required may need to be purchased.

7.3. The organisers reserve the right to refuse the start of any competitor not carrying the correctly positioned decals.