

2017 SWIFT SPORT RALLYCROSS CHAMPIONSHIP

SPORTING & TECHNICAL REGULATIONS

1. SPORTING REGULATIONS - GENERAL

1.1 Title & Jurisdiction:

The Swift Sport Rallycross 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 and promoted by Peter Gwynne Motorsport Ltd.

MSA Championship Permit No.: CH2017/S053

Status: National B

MSA Championship Grade: C

1.2 Officials:

1.2.1 Coordinator: Nigel Banks, nigel.banks@tiscali.co.uk, 07836 345265

1.2.1.1 British RX manager Tim Whittington, whittington@me.com, 07973 215449

1.2.2 Eligibility Scrutineers: Keith Marchment, keith.marchment@hotmail.co.uk, 01264 356400

Deputy Eligibility Scrutineer: Dave Newton, daveynewton@msn.com, 07814 595132

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 Swift Sport registration fee is £725. Competitors are also required to pay the British RX registration fee of £100 for the full Championship or £25 per round on a round-by-round basis.

1.4.2.1 It is a condition of registration that all non-standard parts must be sourced through Peter Gwynne Motorsport and must be paid for at time of order placement.

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 results from all of the Championship events run.

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. Any competitor being issued with points on their MSA licence will lose 5 times the amount of penalty points from their Championship points total.

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

1.7.2.1 . Prize money will be awarded per event:

1st £300, 2nd £200, 3rd £100

1.7.3 End of season awards are Trophies and will be presented as follows:

First place, a trophy
Second place, a trophy
Third place, a trophy

1.7.3.1 The car with the greatest combined points, regardless of driver, will have the 2017 Championship registration and entry fees paid by Peter Gwynne Motorsport Ltd.

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 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 ~~heat~~ **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.

3.6.6 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.

ALL Swift Rallycross Championship competitors must be parked together and service under the PGM supplied Yellow canopy, in the allocated area. No advertising/branding is permitted at the front of these canopies, with the exception of the Championship sponsors.

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 the 1586cc Suzuki Swift Sport (2006 to 2011) as defined in 2017 technical regulations published by LHMC as in 6 (below).

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. Telemetry/Voice Communications

5.3.1. Any form of wireless data transmission between the vehicle and any person and/or equipment is prohibited while the car is on the track. Data transmission through a temporary physical connection is allowed in the paddock only.

5.3.2. The use of pit to car radios is not permitted.

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 SWIFT SPORT TECHNICAL REGULATIONS

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.

The Following M.S.A. Vehicle & Technical Regulations apply, according to the current MSA Yearbook: Section J5, Technical Regulations N6.1 to 6.14.3 and these supplementary regulations.

Introduction

For these regulations, STANDARD means: Series Production for the Eligible Vehicle Model ONLY.

6.1. VEHICLE

- 6.1.1 The 1586cc Suzuki Swift Sport (2006 to 2011) is permitted
- 6.1.2 Only the approved Safety and Performance parts are permitted. These parts to be supplied as a mandatory part kit (Appendix A)
- 6.1.3 The body shell must remain unaltered and as standard, excluding the MSA specification Roll Cage, doors, front wings, bonnet, tailgate and rear quarter over panels. All other parts MUST remain as standard fitment.
 - 6.1.3.1 The standard front upper bumper support must remain in position and as standard. The lower bumper support may be removed, but cannot be replaced with any other material.
 - 6.1.3.2 Only the Sport style bumpers are permitted.
- 6.1.4 All interior trim must be removed including carpets, roof lining, and passenger seats
- 6.1.5 Interior door panels may be replaced with carbon panels to accommodate the roll cage
- 6.1.6 The driver's door must remain the standard steel but the passenger door may be replaced by a composite version. Composite bonnet, tailgate, front wings and rear quarter over panels are permitted. The standard steel quarter panel must remain.
- 6.1.7 All lights must be removed and the apertures blanked off, completely
- 6.1.8 The original interior rear view mirror is mandatory
- 6.1.9 Front and rear towing eyes are mandatory
- 6.1.10 Standard petrol tank, fuel pump and position are mandatory
- 6.1.11 The standard exhaust manifold and standard catalytic converter must remain unaltered. (J5.16.6 refers). The centre section and rear silencer can only be upgraded using the Sports Exhaust System supplied by Peter Gwynne Motorsport Ltd
- 6.1.12 Steering wheel and mounting hub are free
- 6.1.13 The standard steering column and steering rack are mandatory, with the steering lock rendered inoperable
- 6.1.14 Standard dashboard and instruments must be retained and operable
- 6.1.15 Handbrake system must remain standard the ratchet button may have a screw fitted to make a fly off handbrake
- 6.1.16 A sumpguard and fuel tank guard are mandatory
- 6.1.17 Engine cooling system to remain as standard
- 6.1.18 The engine ECU will be supplied at the events by the Championship organisers and is mandatory. These will be drawn independently and issued to competitors at the events
- 6.1.19 Mud flaps are to be fitted behind all 4 wheels
- 6.1.20 Minimum weight of car INCLUDING driver must not be less than 1070kg. In addition, the minimum weight of car EXCLUDING driver must not be less than 970kg. Any ballast required must only be placed on the floor, in the front passenger seat area.
- 6.1.21 Competition numbers to as per the Swift Sport Championship sporting regulations (section 5.5.2.)
- 6.1.22 The driver's family name must appear in both rear side windows, using white self-adhesive capital letters, 75mm high and 10mm width
- 6.1.23 Sponsors decals must be fitted. Decals to be supplied. These decals are to be fitted in designated areas only as set out in Championship Bulletins
- 6.1.24 Only the approved parts supplied in the mandatory parts kit are permitted. See appendix 1.

6.2. SAFETY

Minimum, Comply with current MSA Yearbook regulation N6.11 to 6.12.6 inclusive. In addition:

- 6.2.1. The roll over structure, as a minimum, must comply with K1.6.1, K Appendix 2 Drawing 5, with additional door bars as Drawing 9, or Drawing 12 , (g) or (h)
- 6.2.1 (a) Optional bars as per K Appendix 2 Drawing 11 are permitted
- 6.2.2. Where the driver's body or crash helmet could come into contact with the safety cage, FIA approved padding must be fitted for protection
- 6.2.3. A fire extinguisher with a minimum capacity of 1.75 litres AFFF (or equivalent -Refer to K3.1.2) is compulsory. The extinguisher should be retained by positive quick release brackets within reach of the driver while seated securely by their harness. The bracket is to be secured to the vehicle by a minimum of two 6mm bolts (Refer K3.1.4)
- 6.2.4. The standard front laminated windscreen can be replaced with a polycarbonate type of minimum MSA required thickness of 4mm (Refer J5.20.8).
- 6.2.5. A Competition Seat with headrest is mandatory in accordance with K2.2, K2.3 and K13
- 6.2.6. Current FIA Homologated 6 point Seat Belts are mandatory, with two separate fixing points for the shoulder straps.
From a 'race ready' position with seat belts fastened, the driver must be able to vacate the car in 5 seconds
- 6.2.7. Not used
- 6.2.8. A FHR device is strongly recommended (and will be mandatory in 2018).
- 6.2.9. A crash helmet in accordance with K10 is mandatory
- 6.2.10. FIA approved 2 layer Nomex overalls, boots and gloves and underwear are mandatory.
- 6.2.11 Window nets must be fitted to the driver's side.

6.3. ENGINE & GEARBOX

- 6.3.1. The standard 1586cc Suzuki Swift Sport complete engine is mandatory. Bore 78 mm and stroke 83mm. Compression 11.10:1. Dry sumping is not permitted. No machining or drilling of cylinder block is allowed
- 6.3.2. Lightening and/or balancing of any engine part, including the flywheel is not permitted
- 6.3.3. The complete ignition system must remain as standard
- 6.3.4. The Championship supplied engine ECU is mandatory and remains the property of Peter Gwynne Motorsport, at all times.
- 6.3.5. Competition spark plugs are permitted
- 6.3.6. A standard Suzuki Swift Sport flywheel is mandatory and may not be lightened or modified in any way. Steel or alloy competition flywheels are not permitted
- 6.3.7. Fuel pump must remain as standard
- 6.3.8. A dry break fuel sampling coupling must be fitted in accordance with J5.13.7.
- 6.3.9. No fuel additives are permitted.
- 6.3.10. The standard 1586cc Suzuki Swift Sport gearbox is mandatory. No other parts are permitted. Straight cut gears or gearbox conversions are not permitted
- 6.3.11. Limited slip differentials are permitted and supplied in the PARTS KIT
- 6.3.12. A competition clutch is permitted
- 6.3.13. Competition engine mountings are permitted

6.4. SUSPENSION & BRAKES

- 6.4.1 Standard brake discs and callipers are mandatory
- 6.4.1.1. All std brake components, excluding pipes, must remain as standard and fitted in the original position.
- 6.4.2 Competition brake pads are permitted
- 6.4.3 Competition suspension units, supplied with the PARTS KIT, are mandatory
- 6.4.4 Minimum ride height must comply with J5.20.11.
- 6.4.5 Competition alloy wheels, supplied with the PARTS KIT, are mandatory
- 6.4.6 A control single Dry/Wet tyre is mandatory.

Round one ONLY

Front/Rear: Yokohama 190/600R15 [195/55R15] A048, article no: N2961

Round two onwards

Front/Rear: Yokohama 190/580x15 82VA050, article no: F1893

All Championship tyres must be purchased from RX RACING LTD and paid for on order. No other tyres will be permitted.

6.5. ELECTRICAL EQUIPMENT

6.5.1 Each car must be fitted with two high level RED brake lights, **as per MSA N6.7.2**

6.5.2 A 'poor visibility' light must be fitted according to Section K. The light must be switchable from the driver's seated position

6.5.3 The standard battery charging system is mandatory

6.5.4 The standard battery may be replaced but the standard battery position is mandatory. The battery earth lead must be coloured yellow. Battery terminals MUST be covered with insulating material.

Insulating tape will not be permitted. Battery must be securely mounted to the vehicle

6.5.5 A shift light is not permitted.

6.6. ELIGIBILITY CHECKS

6.6.1 Random eligibility checks will be made at any meeting and engine/ gearbox assemblies checked or sealed for subsequent checking, by the licenced eligibility Scrutineer. All eligibility costs must be covered by the competitor. Random fuel checks may be carried out.

6.6.2 Engines and gearboxes will be sealed by the licenced eligibility scrutineer, using only MSA numbered seals

6.6.3 MSA Vehicle Logbooks are compulsory, in accordance with J2 of the MSA General Regulations.

6.6.4 Non production of the Vehicle Log Book will render the vehicle unable to start

Appendix A – MANDATORY PARTS KIT

3-way Adjustable Suspension, manufactured by AVO suspension

Plated LSD Unit, supplied by Peter Gwynne Motorsport

6.5 x 15 Wheels, manufactured by Revolution Wheels

Yokohama tyres as defined in 6.4.6

Bespoke MSA Specification Roll Cage, Manufactured by Fabricage

Polycarbonate windows

Fuel Tank Guard

Sump Guard Kit

Exhaust System

Appendix B

All parts to convert vehicle are available from Peter Gwynne Motorsport only.

Including:

Composite Panels including Light Blanks

Window Net

Mudflaps

Fire Extinguisher

Steering Wheel Boss

Brake Line Conversion Kit

Brake Pads

ALL NON STANDARD PARTS MUST BE PURCHASED THROUGH PETER GWYNNE MOTORSPORT LIMITED.

All parts obtained from the parts truck, provided by PETER GWYNNE MOTORSPORT, at each event must be paid for on receipt of said parts.

7 Commercial

7.1. Championship Sponsors' 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.