

# **2017 Welsh Sports & Saloon Car Championship**

**Race Championship  
Sporting and Technical  
Regulations**

**PUBLISHED COPY**

SIGNED

Date 2<sup>nd</sup> March 2017

Alan Jenkins Championship Coordinator

# Index

1. Sporting Regulations General.	Page 3
2 Championship Event Meetings & Event Procedure.	7
3 Specific Championship Regulations.	11
4 Championship Penalties.	12
5 Technical Regulations.	13
6 Appendices.	22
7 Code of Practice – Registration Forms	23

# 1 Sporting Regulations - General

## 1.1 Title and Jurisdiction

The 2017 Welsh Sports and Saloon Car Championship (WSSCC) is organised and administered by the Welsh Racing Drivers Association (WRDA) (or any sub-committee it appoints) 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.

**For the time being and for the purposes of regulation and permit submission and operational event matters the WRDA will utilise the services of the BARC.**

**MSA Championship Permit No CH2017/R115**

**MSA Championship Grade  
Status: National B**

## 1.2 Officials

1.2.1 CO-ORDINATOR Mr. Alan Jenkins

1.2.2 ELIGIBILITY SCRUTINEER Mr Vincent Brown

1.2.3 CLERK of COURSE Mr Mike Skelton

1.2.4 CHAMPIONSHIP STEWARDS Mr .D. Wells, Mr I. Danaher, Mr A. Morgan, Mr.P. Davies

Any three Championship Stewards will constitute a quorum. In the event of any of the Championship Stewards listed above be unavailable or being unable to consider any particular matter due to a perceived conflict of interest, the organisers reserve the right to appoint an alternative Championship Steward or, if deemed necessary more than one alternative Championship Steward.

### 1.3 Competitor Eligibility:

1.3.1 Entrants must be in possession of a valid current MSA Entrants Licence where applicable, and be members of the WRDA, and be registered with the Championship.

1.3.2 Drivers and Entrant/Drivers must:

- (a) Be current Members of the WRDA ~~or BARC~~, and
- (b) be Registered for the Championship and
- (c) be in possession of valid Competition (Racing) National B status Licence, *as a minimum*
- (d) A professional driver, in possession of a valid Licence (featuring an E.U. flag) and medical, issued by the ASN of a member country of the European Union, or comparable country. ((H)26.2.1. applies)
- (e) If participation in the Championship requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment

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

### 1.4 Registration

1.4.1 To be eligible for Championship points all drivers must register as competitors for the championship by returning the Registration Form with the Registration Fee to the Co-ordinator prior to the Final Closing Date of entries for the first round being entered. A further condition of registration is that a Car Registration Form for each car used in the Championship must be submitted to the Eligibility Scrutineer at least 60 minutes before the published start time of the event.

Failure to submit a Technical Specification Sheet will void the registration for that event so no championship points will be awarded.

1.4.2 The Registration fee for 2017 will be £75. Made payable to the W.S.S.C.C.

Only registered competitors can compete for the Championship,

1.4.3 Registrations will be accepted from 1st January 2017 until the closing date for entries for the final round of the Championship.

1.4.4 Competition numbers will be issued for the championship. Numbers will be allocated on request using a first come first served basis. The only exception to this will be the number One which will be reserved for the current champion. Should the current Champion not re-register for the Championship or there be Joint Champions the number One shall not be used.

1.4.5 Competitors not registered for the Championship may be permitted on an individual round basis and

- a) Be deemed guest competitors

- b) Not score points and for the purposes of points scoring will be ignored
- c) Not qualify for event awards other than Driver of the Race Award
- d) Comply with the eligibility criteria as prescribed in article 1.3.2 above with the exception of 1.3.2 b as appropriate

**1.4.6** Guest competitors who compete in both WSSCC events at a meeting may be charged an administration fee of £20. After taking part in 2 rounds, Guest Competitors must then register for the championship.

Any competitor wishing to compete for a single race may do so at the discretion of the WSSCC Coordinator but cannot claim points or awards other than Driver of the Race unless registered for the championship.

## 1.5 Championship Events.

The 2017 Welsh Sports & Saloon Car Championship will be contested over X Rounds as follows (NOTE: all dates to be confirmed ) The format will be 1 qualifying session of at least 15 minutes with 2 races of at least 15 minutes plus 1 lap duration. Where practical all will be held on the same day. For each meeting, practice and first race will constitute 1 event, each subsequent race will be a separate event.

1.5.1 All Races will be Rolling Starts

Round	Date	Circuit	Organising Club
1 & 2	April 22/23	Pembrey	BARC
3 & 4	May 20/21	Pembrey	BARC
5 & 6	June 4	Mallory Park	360 MRC
7 & 8	July 22/23	Pembrey	BARC
9 & 10	September 9	Oulton Park	BRSCC
11 & 12	October 14/15	Pembrey	BARC

## 1.6. SCORING

**1.6.1** A competitors championship points total will be the total for all 12 rounds less the two lowest scores. Not starting a round will count as 0 points. ~~All rounds of the Championship will count towards the Championship points total.~~

**1.6.2** Points will be awarded to registered competitors listed as classified finishers in the Final Results in each class

	4 or more starters	3 starters	2 starters	1 starter
1st	20 Points	18 Points	16 Points	14 Points
2nd	18 Points	16 Points	14 Points	
3rd	16 Points	14 Points		
4th	14 Points			

5th 12 Points

6th 10 Points

7th 8 Points

8th 6 Points

9th 4 Points

10th 2 Points

Plus one extra point for the competitors achieving the race fastest lap in the class on the day. In the event of only one starter in the class no point will be awarded for the fastest lap in the Class on the day

All registered competitors will receive a joker card which can be played at any race during the season to claim double points for that race. The Joker Card must be handed to the Race Day or Championship Co-ordinator or a nominated deputy 30 minutes prior to the start of the race or before entering the assembly area. If a competitor fails to nominate a round to play the Joker Card it will be automatically be played at the final round of the Championship, if however the competitor does not enter the final round the joker card will be forfeit.

Competitors may score Championship points in more than one class and use any car that is eligible for that class. Points are not transferable between classes. A competitor's final position in the Championship will be calculated from the highest number of points scored in a particular class.

Where two competitors share a car and compete in one race each, at a meeting, then provided that the driver combination is registered with the co-ordinator by the close of entries, points will be awarded to the driver pair, but not individually. They will appear as a joint entry in the Championship Points. No substitution is permitted from the original registered pair. The first named Driver on the entry form will be considered to be the entrant.

**1.6.3** Should there be a tie in points the winner will be declared using MSA regulation W 1.3.4 Should there still be a tie, then the winner will be decided on the number of fastest laps in their class in qualifying If still a tie the most second fastest laps in qualifying will be taken into consideration.

**1.6.4** Advertising: Competitors will be required to carry advertising as supplied to publicise the championship in accordance with H29.1.1, H29.1.2 and H29.1.3 of the current MSA Yearbook in order to for qualify points.

## **1.7 AWARDS**

**1.7.1** All awards are to be provided by the Championship Organisers in conjunction with organising clubs where appropriate.

### **1.7.2 Per Round**

Trophies per round will be awarded to 1<sup>st</sup> in Class for Classes AS, AT,BS,BT,CS,CT, D and M. Trophies for other places in these classes will be at the discretion of the Championship Coordinator subject to a minimum entry of 4 contenders per class. Trophies for Driver of the Race will also be awarded and all competitors are eligible for this award.

### 1.7.3 Championship

1st Overall: A Trophy

2nd Overall: A Trophy

3rd Overall: A Trophy

In Each Class:

Trophies will be awarded to 1<sup>st</sup> in Class for Classes AS, AT,BS, BT,CS, CT, D and M. Trophies for other places in these Classes will be awarded at the discretion of the WSSCC Steering Committee.

“Marque” trophy (see 0)

A '**Novices Award**' for the highest scoring driver who has not previously held a Car racing licence.

A '**Newcomers Award**' to the best new comer to the Championship as judged by the Championship Committee.

A '**Ladies Award**' for the highest scoring lady

#### **The Colin Gundersen Trophy for the Class Fastest Race Lap at Pembrey**

All Registered competitors for the WSSCC are eligible for the Colin Gundersen Trophy.

Competitors who are noted in the official race results as setting the fastest lap in their class will score points by comparing a competitors race fastest lap with the lap record for that class (Class lap records starting from 2012). i.e The current Class Lap Record is divided by the competitors race fastest lap x 100 = points scored. A fastest lap that equals the current Class lap record will score 100 points. All WSSCC races at Pembrey will count.

**The Blake Edwards Trophy** for the Competitor having the most Outright Race Wins

Other awards may be made at the discretion of the Championship Organisers.

1.7.4 All end of season Championship awards will be presented at the official awards ceremony as organised by the Championship Committee.

### 1.7.5 Bonuses

Per round: nil

Championship: nil

### 1.7.6 Presentations

Garlands or Trophies are to be provided for presentation at the end of each race or at an end of the meeting presentation ceremony.

### 1.7.7 Entertainment Tax Liability

In accordance with current government legislation, the WSSCC is legally obliged to withhold the tax at the basic rate on all payments to non-UK residents 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 organisers, the WSSCC are required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents. Under such 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 resident, St John's House, Merton Road Merseyside L69 9BB Tel 0151 472 6488 Fax 0151 472 6483

#### **1.7.8 Title to all Trophies**

In the event of any Provisional Results or Championship Tables being revised after any provisional presentations and such revisions affect the distribution of any awards the Competitors concerned must return such awards to the organisers WSSCC, in good condition within 7 days.

## **2 Championship Event Meetings & Race Procedures.**

### **2.1 Entries:**

- 2.1.1** Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the closing dates which shall be determined by the organising club. The Organisers are responsible for mailing Supplementary Regulations / Entry Forms to all Registered Competitors in sufficient time for entries to be made prior to the published selection of entry dates for each round.
- 2.1.2** Incorrect or incomplete entries (Including Driver to be Nominated Entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Meeting receives the missing or corrected information or fee.
- 2.1.3** Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified in writing to the Secretary of the Meeting. If Driver/Vehicle changes are made after publication of Entry Lists with Final instructions the Competitor concerned must apply for approval as per MSA Regulation D25.1.12
- 2.1.4** At the closing date entries of 20 or more competitors may be split into 2 races by class, at the discretion of the organisers based on performance potential of cars entered for each class.
- 2.1.5** The maximum entry fee for each round shall be decided by the organisers.



- 2.1.6** Reserves are to be nominated on the Final List of entries published with Final Instructions or Amendment Sheet Bulletins. All reserves will practice and replace withdrawn or retired entries in Reserve number order irrespective of class. If Reserves are given Grid Places prior to issue of the first Grid Sheets for any round the time set in Practice shall determine their grid positions. If Reserves are given places after publication of the grid sheet and prior to cars being collected in the official "Assembly Areas" they will be placed at the rear of the Grid and be started without any time delay. Otherwise they will be held in the 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.
- 2.1.7** Entry Fee Refunds will be made by the organisers, but may be liable to an administration charge of £30 for withdrawals later than 48 hours before the meeting.
- 2.1.8** Each Race Meeting Organiser may accept up to 20% more entries than specified on the Track Licence for each Circuit and all accepted competitors may practice.
- 2.1.9** Reserves who practice in the correct session and set a time will take precedence, in reserve number order, over any accepted entry whose practice times are disallowed, or who does not set a time during the official practice for the Championship race.

## **2.2 Briefings:**

Organisers will notify Competitors of the times and locations for all briefings in the Final Instructions. Competitors must attend all briefings.

## **2.3 Qualification Practice:**

- 2.3.1** The minimum period of practice to be provided is 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 championship criteria and the decision of the Clerk of the Course shall be final. For those meetings where one practice session and 2 races any scheduled, drivers sharing cars must remember to allow time for both drivers to practice in the one session, or arrange with the Clerk of the Course to practice 'out of session'. Normal MSA rules will apply to competitors who practice 'out of session'.
- 2.3.2** 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 Q4.5 The Clerk of the Course and/or Stewards of the Meeting shall have the right to exclude any driver whose practice times or driving are considered to be unsatisfactory as per MSA Regulation Q4.5.3.
- 2.3.3** The grid for race 1 will be decided by the fastest times in qualifying. The grid for race 2 will be the finishing order of race 1. Non finishers and competitors not classified in the race results will be placed on the back of the grid in order of distance covered. In the event of a tie the order will be at the discretion of the Clerk of Course.

## 2.4 Races

The standard minimum scheduled time shall be 15 minutes plus 1 lap 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 provided that 8 minutes has elapsed. Less than 8 minutes half points will be awarded.

## 2.5 Starts

### 2.5.1 All races will be Rolling Starts:

All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet. All race start countdowns are to have a minimum elapsed period of 3 minutes from the time all cars are released to form up onto the grid to the start of the Green Flag Lap(s) in the formation as specified on the Track Licence for the Circuit.

### **The minimum Countdown procedures for ROLLING STARTS shall be:**

**2.5.2** 1 minute to start of Rolling Lap - Start engines/Clear Grid. 30 seconds to start of Rolling Lap - Visible and audible warning for start of the lap. At the end of the Rolling Lap the grid will be slowed to an appropriate speed on the approach to the start line. All cars will start racing when the red start lights are turned off.

**2.5.3** The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited on the grid.

**2.5.4** Any cars removed from the grid after the 1-minute stage or driven into the pits on Green Flag shall be held in the pit lane. They 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.

**2.5.5** Any drivers unable start the Green Flag lap or start are required to indicate their situation by raising a hand in the air. Any drivers unable to maintain grid positions on the Green Flag to the extent that all other cars are ahead of them may complete the Green Flag Lap but they **MUST** remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.

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

## 2.6 SESSION RED FLAGGED.

**2.6.1** Should the need arise to stop any practice or qualifying session, 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 to return to the pitlane. No overtaking on slowing down lap.

Should the need arise to stop a race, 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, slow to a safe and reasonable pace and to return to the starting grid which will automatically become a Parc Ferme area. No overtaking on slowing down lap.

Cars should not enter the Pits unless directed to do so or unless repairs are necessary. Work on cars already in the Pits must cease when a race is stopped and may only continue under the control of Scrutineers. Cars which are in the pitlane or who enter the pitlane may ONLY re-start from the pitlane (not the grid) after all other cars have re-started. Non runners at the time of the stoppage (which have been recovered) can re-start from the pitlane behind those referred to above.

#### **2.6.2 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 re-start may be replaced by nominated reserves who will start from the pitlane in reserve number order and in front of any other pitlane starter. Gaps on the grid should not be closed up. The length of the restarted race will be determined by the Clerk of the Course.

#### **2.6.3 Any competitor not running at, or being the cause of, the deployment of a red flag will only re-start at the discretion of the Clerk of the Course, from the pit lane behind any nominated reserves in the order determined by the Clerk of the Course. Gaps on the grid should not be closed up.**

#### **2.5.4 Case B - More than two laps completed by Race Leader but less than 75% of Race Distance.**

The race will restart from the grid set out by the finishing order of part one, (as per MSA Regulation Q 5.4.2). The final result of the race will be the finishing order of part 2. The length of the restarted race will be determined by the Clerk of the Course.

If the leader has completed more than 75% of the race distance or duration it shall not usually be re-started (as per Q 5.4.2). If not re-started the results 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.

#### **2.6.5 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.

## **2.7 PITS, PADDOCK & PITLANE SAFETY.**

### **2.7.1 Pits & Paddock**

Competitors must ensure that the MSA Circuit Management & Organising Club Safety Regulations are complied with at all times.

### **2.7.2 Pitlane.**

The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all drivers to take all due care and drive at minimum speeds in pit lanes.

### **2.7.3 Refuelling**

May only be carried out in accordance with the MSA Regulation Q13.1.1 Circuit Management Regulations and the SR's or final instructions issued for each Circuit/Meeting.

#### **2.7.4 Speed Limit.**

Pitlane speed limit will be that notified in the Final Instructions for each meeting.

### **2.8 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 Parc Ferme as instructed by Marshals or Officials and to keep their helmets on and harnesses done up while on the Circuit or in the pit lane.

### **2.9 Results**

All practice timesheets, grids, race results are to be deemed PROVISIONAL until all vehicles are released by the Scrutineers after post Practice / Race Scrutineering and / or completion of any procedures, Judicial or Technical. (MSA Regulation (D) 26.3

### **2.10 Timing Modules**

**2.10.1** All competitors will be required to fit Electronic Self Identification Modules (Transponder) to their cars for the purposes of accurate timing. Holders for these and detailed fitting instructions will be issued with the Transponders and it will be the responsibility of the competitor to fit these in the car in the position and manner specified. The Transponder must be in place and functioning correctly for all Championship qualifying practice sessions and races. Failure to function may result in loss of grid or race position. 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 Transponder due to misuse or loss at any time during the season.

**2.10.2** Competitors may not place electronic timing equipment within ten 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.

### **2.12 Safety Car**

There is no provision for the use of a Safety Car in any event forming a round of this Championship

### 3 Specific Championship Race Regulations.

- 3.1.1** In respect of the FULL 1.46 miles (2.343 km) circuit at Pembrey as shown in the 2017 MSA Yearbook, where the performance of any car/driver combination is such that it breaks the 60 second benchmark lap time of Pembrey on the first occasion that the time is recorded it will be allowed to stand. It is then the competitor's responsibility to make sure that the performance is changed to ensure it is brought above the 60 second lap time before the car is run in any further qualification session or race. Ballast as per Championship regulation 5.1.1 may be added to ensure that the benchmark lap time of 60 seconds minimum of Pembrey circuit is achieved. Should the car then break the 60 second benchmark time on a subsequent occasion then car will be deemed ineligible and for qualification, practice times will be disallowed. For a race MSA regulation C.3.5.1 (a) and (b) will be applied. Should the 60 second benchmark time be broken at any further qualification session or race then the car will be deemed ineligible. For qualification practice times will be disallowed and for race MSA regulation C 3.5.1 (a).(b) will be applied and (c) may be applied at the discretion of the Clerk of Course.
- 3.1.2** However if after having made all reasonable attempts to alter the performance of the car to bring it back above the 60 second bench mark time, the car / driver combination then still performs below the 60 second bench mark time, then the situation will be investigated by the Eligibility Scrutineer, Championship Coordinator and Championship Clerk of Course. Any penalty applied will be at the discretion of the Championship Clerk of Course.
- 3.1.3** If the 60 second benchmark time is broken as per 4.1.3 in any race then the 1 point for fastest lap will not be awarded. It will be awarded to the competitor setting fastest lap in an eligible car.
- 3.1.4** If the 60 second benchmark time is broken in any race as per 4.1.3 where the Joker card has been played then the Joker Card will be null and void but the round will count as the round that the Joker Card is played.
- 3.1.5** Where the performance of any car/driver combination is such that, that particular combination has to be reclassified, then the reclassification will take effect at the next race or qualifying session after the performance result leading to the re-classification is first noticed. The car / driver combination will then remain in the new class until such time that in the opinions of the Eligibility Scrutineer and Championship Co-ordinator the performance of the car has been changed to make it eligible for the original class. However if the performance then changes again to make it ineligible for the original class then MSA Regulation C.3.5.1] (a), (b) will be applied and (c) may be applied by the Clerk of the Course.
- 3.1.6** In respect of circuit configurations at Pembrey other than the FULL 1.46 miles (2.343 km) circuit as shown in the 2017 Yearbook, the organisers of the championship will review the situation in the light of experience of races on the new circuit configurations, and will take such action as it deems necessary.

## **4 SPECIFIC CHAMPIONSHIP EVENT PENALTIES**

### **4.1 Infringements of Technical Regulations.**

**4.1.1** Arising from post practice Scrutineering or Judicial Action: Minimum Penalty: The provisions of MSA Arising from post race Scrutineering or Judicial Action: Minimum penalties MSA Regulation C3.5.1 (a) and (b),

For infringements deemed to be of a more serious nature the Clerk of the Course and/or Stewards of the Meeting are to invoke the provisions of MSA Regulation C 3,5,1 (c).

#### **4.1.2 Grid Penalties**

For offences under MSA regulations [C 1.1.5], [C 1.1.6], [Q 14.4.2] and [Q 14.5], the Clerk of the Course at his discretion, may additionally impose a championship penalty in the form of the following:

- (i) For an offence in qualifying; a grid penalty of up to ten places
- (ii) For an offence in a race; a time penalty of up to one minute
- (iii) For an offence in a race where the offending driver is not classified; a grid position penalty in the next race/event.

## **5 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 do it you should work on the principle that you cannot. If in any doubt regarding championship or class eligibility confidential advice can be sought from the championship organisers.

## 5.1 Description

**5.1.1** The Welsh Sports & Saloon Car Championship is for competitors participating in a wide variety of Road Sports and Saloon Vehicles (as defined by the MSA) according to the classes specified in these regulations. To avoid excessive speed differentials, any car/driver combination in any class with the capability to achieve a lap time at **the Pembrey Circuit FULL 1.46 miles (2.343 km configuration shown in the 2017 MSA Competitors handbook** of under 60 seconds, in either qualifying or racing, will be required to carry as much performance ballast, appropriately anchored to the car in line with MSA regulations, as required to bring the performance back so the car is lapping in more than 60 seconds. Any car / driver combination lapping at less than the benchmark time of 60 seconds will be deemed to be ineligible as per the Championship regulations.

**5.1.1.1** All cars must comply with MSA General Regulations J, K, Q, and any other criteria clarified in writing by the Championship Organisers. The Championship Committee has the right to refuse any car from entering the Championship if they consider that the car does not conform to the spirit of the Regulations. To ensure fair competition the organisers reserve the right to re-classify certain individual car and driver combinations.

**5.1.1.2** The Championship specifically excludes sports racing cars as described in The Terminology of the MSA Competitors' and Officials Yearbook. Examples of such cars are Jades, Radicals and similar cars. Also single seater open wheel racing cars are excluded.

**5.1.1.3** Cars in all classes:

- For reciprocating engines a forced induction equivalence formula of 1.7:1 will be applied.

For rotary engine cars an equivalence formula of 1.4:1 will be applied. For forced induction rotary engine cars an equivalence formula of 1.5:1 will be applied ie  $1.4 \times 1.5 = 2.1:1$

All cars must be fitted with an operational reverse gear

### **5.1.2 The class structure is as follows:**

**5.1.2.1** Class AS - Saloons, Road sports, & GT cars up to 1600cc on slick tyres.

Class AT - Saloons, Road sports & GT cars up to 1600cc on List A1 treaded tyres.

Class BS - Saloons, Road sports, & GT cars 1601cc to 2000cc and Kit cars up to 1600cc on slick tyres.

Class BT - Saloons, Road sports, & GT cars 1601cc to 2000cc and Kit cars up to 1600cc on List A1 treaded tyres.

Class CS - Saloons, Road sports & GT cars over 2001cc and Kit cars 1601cc to 2000cc on slick tyres.

Class CT -- Saloons, Road sports & GT cars over 2001cc and Kit cars 1601cc to 2000cc on List A1 treaded tyres.

Class D – Super cars.

Class M – Motorcycle engine cars.

Class I - Invitation Class for all Guest Competitors.

Guest competitors will not have to register for the Championship, but must agree to abide by the 'Code of Practice'. They will not be eligible for championship points or class awards but may be eligible for Driver of the Race award.

- For the purposes of these Regulations a Kit Car is a Caterham, Westfield, Lo Cost or Robin Hood type car. However all Kit cars will be classified by the Organisers on a vehicle by vehicle basis.
- To ensure fair competition the organisers reserve the right to re-classify certain individual car and driver combinations.
- In any dispute as to what class the car should be in, then the decision of the Eligibility Scrutineer and Championship Coordinator will be final.

#### **5.1.2.2 Marque Awards**

In addition to the classes above, if there are at least three similar cars (same manufacturer) registered in either the same class or more than one class then at the discretion of the championship committee a Marque class will be run for these cars. Competitors will be informed by the co-ordinator and as from the following round competitors in the new Marque class will in addition to scoring championship points as normal, score points for the Marque class as per regulation. The winner of the Marque Class will receive a Trophy at the end of the season. Marque classes will be administered separately by the Championship Co-ordinator, and will not need to be featured in race programs etc. If there is any question as to the eligibility of any car it is the driver's responsibility to provide all information required by the Series Co-ordinator to prove the car's eligibility. This includes, where necessary, a copy of the technical regulations with which the car is claimed to comply. Failure to provide the required information to prove eligibility will mean that points and awards will not be awarded until eligibility is proved.

#### **5.1.2.3 Numbers and Championship Decals - Positions**

MSA Regulation J 4.1 applies. Numbers must be clearly displayed on either side of the car and on the bonnet in a position acceptable to the Timekeepers.

Championship and Class Sponsors decals must be displayed in un-obscured positions on both sides of the car in positions outlined by the coordinator. Failure to comply with this may result in the loss of championship points or prizes.

#### **5.1.2.4 Vehicle Specification**

All competitors must provide the championship organisers with a fully completed "Vehicle Specification" form before the event in which they intend to compete if they want to qualify for points and awards.

The provision for sealing the engine and gearbox must be made if requested by the eligibility scrutineer.



## 5.2 Detailed Descriptions - Classes

Regulations for Classes AS, AT, BS, BT, CS, CT are identical and are only separated by engine capacity and tyre choice. (T to indicate treaded A1 tyres and S to indicate slick / wet tyres). To ensure fair competition the organisers reserve the right to re-classify certain individual car and driver combinations.

### 5.2.1 CLASSES AS, AT, BS, BT,CS,CT. –Eligibility Details:

All cars must comply with MSA General Regulations. J, K, Q of the current MSA Yearbook as well as other criteria clarified in writing by the Championship Organisers.

MSA Regulation J 5.2.4. shall not apply in that space created by removal of the passenger seats, may be used for other legitimate purpose subject to the approval of the Eligibility Scrutineer.

The following categories are acceptable:

- Production Cars and Production Kit cars complying with the specific MSA definitions (Nomenclature & Definitions section B, 2011 MSA Competitors and Officials Year Book) each defined category In addition the height of the rear wing shall not exceed the height of the rollover bar/roll cage.
- Cars that comply directly with the MSA terminology for both Specialist Production Cars and Touring Cars as well as the relevant Section K regulations with the exception that headlamps need not be retained and the drivers seat opening must be completely to one side of the centre line of the car.
- The Organisers reserve the right to refuse any car, which in their opinion does not comply with these regulations.
- To ensure fair competition the organisers reserve the right to re-classify certain individual car and driver combinations.

#### 5.2.1.1 Safety Requirements

#### 5.2.1.2 All cars must comply with MSA Regulations K Safety Criteria some of the more important regulations are clarified below.

Roll Bar - A Roll Bar to K 1.5.2 is mandatory.

Head Restraint - The fitting of a Head Restraint to K 13 is mandatory.

Seat Belts - Seat Belts (4 Point) to K 2.1.1 and K 2.1.1 to K 2.1.3 are minimum.( Q 19.14.2 refers).

Fire Extinguisher - A Fire Extinguisher K3 and Q19.14.7 is mandatory

Battery - The fitting of an External Circuit Breaker to K 8.1 to K 8.3 and K .8.5.

Red Warning Light - The fitting of a Rear Red Warning Light to K 5.1 is mandatory.

Towing Eyes - The fitting of Towing Eyes front and rear to Q 19.1.3 are mandatory.

All drivers of open cars must wear hand restraints during qualifying and race

- 5.2.2** In order to allow older cars to retain the original engine as far as possible, engines may be rebored up to a maximum of 0.060 inches without changing class. The stroke must remain the same. Where a competitors engine exceeds the permitted rebore of 0.060 inches, the car will be reclassified in the next higher capacity class.

#### **5.2.2.1 General Technical Requirements & Exceptions**

Sports and Saloon Cars based upon cars homologated for road use and for which at least 250 have been manufactured will be eligible, subject to the approval of the Championship Committee.

Full details of the cars technical specification must be included on the Vehicle Specification form. In respect of cars from a 'One make' series, the driver should have and forward a copy of the appropriate MSA Technical Regulations for the Championship to which the car was eligible to the Championship Co-ordinator. It is the competitors responsibility to ensure cars comply with the class regulations.

#### **5.2.2.2 Chassis**

The floor pan, sill, door surrounds, roof and bulkhead must be in construction, material and size as originally manufactured. With the exception of mini's or Escort Mk 1 or Mk 2 for which turreted shock absorbers are permissible. The chassis and floor pan can be reinforced. Inner wings and bulkheads can be modified to allow clearance for the Induction system the maximum clearance being 75mm. The wheelbase + or - 50mm must remain original.

#### **5.2.2.3 Bodywork**

Modifications Permitted. **The fitting of a diffuser is allowed**

#### **5.2.2.4 General**

No part of the car may touch the ground if any one tyre is deflated.

#### **5.2.2.5 Interior**

Carpets, insulation linings and passenger seats can be removed. Controls can be altered but the driver must sit on the same side as the original car and completely on one side of the centre line.

#### **5.2.2.6 Exterior**

The standard door panels, boot, bonnet and wings may be replaced with ones of a lighter material. Glass lenses can be replaced with plastic, as can side and rear windows.

Windscreens must be laminated or plastic of minimum thickness 4mm.

Front spoilers air dams/splitters are permitted below the level of the road wheel centres, up to 15cms beyond the overall periphery of the existing bodywork excluding bumpers. Rear spoilers and wings are permitted within the overall plan periphery of the original vehicle excluding bumpers.

#### **5.2.2.7 Silhouette**

The silhouette as seen in the side elevation must remain unaltered above the road wheel hub centres of the original production car at normal ride height, except as allowed in 5.3.26 above.

#### **5.2.2.8 Ground Clearances**

Minimum as specified in MSA Regulation Q 19.1.2 that is 4cm.

#### **5.2.2.9 Modifications Prohibited**

Exterior - All cars must have the original sized windscreen. Radiator grills must be fitted and stoplights must work.

#### **5.2.2.10 Engine**

Permitted Modifications - The engine must be of a similar type & manufacturer as fitted to the original car, cylinder heads may be modified. In order to allow older cars to retain the original engine as far as possible, engines may be re-bored up to a maximum of 0.060 inches without changing class. The stroke must remain the same. Where a competitors engine exceeds the permitted rebore of 0.060 inches, the car will be reclassified in the next higher capacity class..

Prohibited Modifications - The location of the engine block must remain within + or - 50mm of the location on the original car.

#### **5.2.2.11 Oil/Water Cooling**

Oil coolers and radiators must remain within the original periphery of the bodywork.

#### **5.2.2.12 Induction System**

Forced induction is permitted .An equivalence factor of 1.7 to 1 will apply.

#### **5.2.2.13 Suspension**

Permitted Modifications - Dampers are free, however the suspension type must be as per original manufacturer, original mountings must be retained even if not used.

#### **5.2.2.14 Transmissions**

Permitted Modifications - The gearbox and differential are unrestricted but must remain within + or - 50mm of the original location. Transaxles are not allowed unless fitted as original equipment.

#### **5.2.2.15 Electrics**

Electronic ECU's are free to modification from standard.

#### **5.2.2.16 Brakes**

Unrestricted, other than Regulations in MSA Regulation J 5.6.1 and J.5.6.2

#### **5.2.2.17 Wheels/Steering**

Unrestricted, other than Regulations in MSA Regulation J 5.7.1 to J 5.7.5 and J 5.8.1 to J5.8.3

#### **5.2.2.18 Tyres**

Slicks are permitted for Classes AS, BS, CS, D and M, MSA Regulation J.5.9.3.to J.5.9.5 refer.

Classes AT, BT, CT, must use tyres on List 1A in the current MSA Year Book section (L) Permitted Tyres. N.b L.2. & also L2.2 to L2.6 applies

The use of tyre heating / heat retention devices is prohibited.

### 5.2.2.19 Weights

Registered Competitors cars may be weighed post race/qualifying at the first opportunity, the weight to include driver, and the weight will be recorded and kept by the Championship Eligibility Scrutineer and the Championship Co-ordinator. Any car/driver combination lapping Pembrey in a lap time of under 60 seconds, as recorded in Practice or Race by the official timekeepers, will be subject to ballast. The amount of ballast will be decided by the Eligibility Scrutineer to a maximum of ~~40kg~~ 60kg for open vehicles and ~~20kg~~ 50kg for saloons. If the lap time is still under 60 seconds then it is the competitor's responsibility to alter the performance of the car to make it eligible.

It is the responsibility of the competitor to provide any ballast required and must be approved by the Eligibility Scrutineer. It must be appropriately anchored in the car in line with MSA regulations.

### 5.2.2.20 Fuel Tank/Fuel

As per MSA Regulation J 5.13.1 to J 5.13.8

Fuel & Fuel Systems will be in accordance with J 5.13.1 to J.5 13 .8 and Section B Nomenclature and Definitions in the 2017 MSA Yearbook.

Definitions of Petrol, LPG, Diesel, Bio Ethanol and Bio Diesel are as Pump Fuel section of 'The Terminology'.

### 5.2.2.21 Silencing

As per MSA Regulation J 5.17

## CLASS D – Super Cars

### Description

This class is for cars that do not obviously fit into Classes A, B or C such cars could be ex BTCC cars, V8 Stars, Eurocars, silhouettes, road sports & GT cars built especially for racing such as a Ginetta G50. Kit cars over 2 litre plus any saloon, road sports and GT cars that no longer retain the original locations type or configuration of engine and suspension mounting points as per the original manufacturer specifications hence not being eligible for classes A, B or C.

Notice is drawn to Section 5.1.1, Paragraph 1, which states that car/driver combinations with a Pembrey lap time of under 60 seconds will be subject to ballast.

The Championship Organisers reserve the right to classify cars into Class D at their discretion based on performance or technical description..

## 5.5 CLASS M – Motor Cycle engine cars

All cars must comply with MSA General Regulations. J, K, Q of the current MSA Yearbook as well as other criteria clarified in writing by the Championship Organisers.

MSA Regulation J 5.2.4. shall not apply in that space created by removal of the passenger seats, may be used for other legitimate purpose subject to the approval of the Eligibility Scrutineer.

**5.5.1.1 All cars must comply with MSA Regulations K Safety Criteria some of the more important regulations are clarified below.**

Roll Bar - A Roll Bar to K 1.5.2 is mandatory.

Head Restraint - The fitting of a Head Restraint to K 13 is mandatory.

Seat Belts - Seat Belts (4 Point) to K 2.1.1 and K 2.1.1 to K 2.1.3 are minimum.( Q 19.14.2 refers).

Fire Extinguisher - A Fire Extinguisher K3 and Q19.14.7 is mandatory

Battery - The fitting of an External Circuit Breaker to K 8.1 to K 8.3 and K .8.5.

Red Warning Light - The fitting of a Rear Red Warning Light to K 5.1 is mandatory.

Towing Eyes - The fitting of Towing Eyes front and rear to Q 19.1.3 are mandatory.

All drivers of open cars must wear hand restraints during qualifying and race

- 5.5.2** In order to allow older cars to retain the original engine as far as possible, engines may be rebored up to a maximum of 0.060 inches without changing class. The stroke must remain the same. Where a competitors engine exceeds the permitted rebore of 0.060 inches, the car will be reclassified in the next higher capacity class.

**5.5.2.1 Chassis**

The floor pan, sill, door surrounds, roof and bulkhead must be in construction, material and size as originally manufactured. With the exception of mini's or Escort Mk 1 or Mk 2 for which turreted shock absorbers are permissible. The chassis and floor pan can be reinforced. Inner wings and bulkheads can be modified to allow clearance for the Induction system the maximum clearance being 75mm. The wheelbase + or - 50mm must remain original.

**5.5.2.2 Bodywork**

Modifications Permitted

**5.5.2.3 General**

No part of the car may touch the ground if any one tyre is deflated.

**5.5.2.4 Interior**

Carpets, insulation linings and passenger seats can be removed. Controls can be altered but the driver must sit on the same side as the original car and completely on one side of the centre line.

**5.5.2.5 Exterior**

The standard door panels, boot, bonnet and wings may be replaced with ones of a lighter material. Glass lenses can be replaced with plastic, as can side and rear windows.

Windscreens must be laminated or plastic of minimum thickness 4mm.

Front spoilers air dams/splitters are permitted below the level of the road wheel centres, up to 15cms beyond the overall periphery of the existing bodywork excluding bumpers. Rear spoilers and wings are permitted within the overall plan periphery of the original vehicle excluding bumpers.

#### **5.5.2.6 Silhouette**

The silhouette as seen in the side elevation must remain unaltered above the road wheel hub centres of the original production car at normal ride height, except as allowed in 5.3.26 above.

#### **5.5.2.7 Ground Clearances**

Minimum as specified in MSA Regulation Q 19.1.2 that is 4cm.

#### **5.5.2.8 Modifications Prohibited**

Exterior - All cars must have the original sized windscreen. Radiator grills must be fitted and stoplights must work.

#### **5.5.2.9 Engine**

Any motor cycle engine.

#### **5.5.2.10 Oil/Water Cooling**

Oil coolers and radiators must remain within the original periphery of the bodywork.

#### **5.5.2.11 Induction System**

Forced induction is permitted if fitted as original equipment an equivalence factor of 1.7 to 1 will apply.

#### **5.5.2.12 Suspension**

Permitted Modifications - Dampers are free, however the suspension type must be as per original manufacturer, original mountings must be retained even if not used.

#### **5.5.2.13 Transmissions**

Permitted Modifications - The gearbox and differential are unrestricted but must remain within + or - 50mm of the original location. Transaxles are not allowed unless fitted as original equipment.

#### **5.5.2.14 Electrics**

Electronic ECU's are free to modification from standard.

#### **5.5.2.15 Brakes**

Unrestricted, other than Regulations in MSA Regulation J 5.6.1 and J.5.6.2

#### **5.5.2.16 Wheels/Steering**

Unrestricted, other than Regulations in MSA Regulation J 5.7.1 to J 5.7.5 and J 5.8.1 to J5.8.3

#### **5.5.2.17 Tyres**

Tyres are free.

The use of tyre heating/heat retention devices is prohibited.

### 5.5.2.18 Weights

Registered Competitors cars will be weighed post race/qualifying at the first opportunity, the weight to include driver, and the weight will be recorded and kept by the Championship Eligibility Scrutineer and the Championship Co-ordinator. Any car/driver combination lapping Pembrey in a lap time of under 60 seconds, as recorded in Practice or Race by the official timekeepers, will be subject to ballast. The amount of ballast will be decided by the Eligibility Scrutineer to a maximum of 10kgs for open vehicles and 20kg for saloons. If the lap time is still under 60 seconds then it is the competitor's responsibility to alter the performance of the car to make it eligible.

It is the responsibility of the competitor to provide any ballast required and must be approved by the Eligibility Scrutineer. It must be appropriately anchored in the car in line with MSA regulations.

### 5.5.2.19 Fuel Tank/Fuel

As per MSA Regulation J 5.13.1 to J 5.13.8

Fuel & Fuel Systems will be in accordance with J 5.13.1 to J.5 13 .8 and Section 'The Terminology' of the MSA Competitors and Officials Yearbook.

Definitions of Petrol, LPG, Diesel, Bio Ethanol and Bio Diesel are as Pump Fuel section of 'The Terminology'.

### 5.5.2.20 Silencing

7As per MSA Regulation J 5.17

- 6 **APPENDICES.** The following Commercial Regulations are not subject to the judicial procedures of either the Championship Stewards and/or the MSA/MSA. The following Commercial Regulations are "contractual" between the Entrant and/or Driver and the Organisers and/ or Promoters and are not considered by the MSA. Accordingly, the application of these Commercial Regulations by the organisers and/or Promoters will not be subject to the judicial processes of either the Championship Stewards and/or MSA/MSA

#### Race Organising Clubs and Contacts

- BARC (Thruxton Circuit), Andover, Hants, SP11 8PN.  
Tel: 01264 882200 Fax: 01264 882233
  - BARC (Pembrey Circuit), Llanelli, Dyfed, SA16 0HZ.  
Tel: 01554 891042 Fax: 01554 891387
- W.R.D.A. Robert Allender, (Sec) 50 Trallwn Road, Llansamlet, Swansea SA7 9XA  
Tel: 01792 791686 email wrda@ntlworld.com
- Championship Co-ordinator. Alan Jenkins, Mob: 07753 617087 Email  
nalajay@hotmail.com
  - Championship Eligibility Scrutineer. Vince Brown, 32 Heol Eglwys, Cardiff, CF5 2NY  
Tel: 02920 330660 e mail vince.brown1@virginmedia.com
  - Championship Clerk of Course. Mike Skelton. 17 Hollybush Avenue, Newport NP20 6ET  
Tel 01633 770566

## **Code of Practice**

1. I understand that the championship will be administered by the committee of the WRDA or any sub-committee ie. the Championship Steering Committee, it shall authorise for the purpose. They will advise & assist the Championship Co-ordinator who will liaise with them. Ideally such Committee should include at least 2 independent representatives of the championship, who should either be nominated by their peers at the Annual Championship Conference to sit on the Championship Steering Committee, or can be co-opted as is normal practice,
2. I understand that to ensure fair competition the organisers reserve the right to re-classify certain individual car and driver combinations.
3. I agree that neither I, nor any member of my team or anyone who purports to have any connection with me or any member of my team, will make any adverse comments to the press or media or via social media. I understand that if any such comments are printed or broadcast, I may be called to give account of said comments.
4. I understand that this also applies to misbehaviour or unfair practice.
5. I understand that the steering committee reserve the right to censure in respect of items 3 & 4
6. In extreme cases, following the appropriate hearing, the Championship organisers may refund a registration fee and request that a competitor takes no further part in the championship. This does not prejudice the normal rights of appeal as allowed for in the MSA Blue Book.
7. I understand that telephone calls to officials should be made after 9.00 a.m. and before 9.30 p.m.

## **7 Registration Forms**

**Registration Form, Drivers Profile (optional), & Car Technical Specification Sheet must be completed in full.**

**For forms see the website [www.wrda.co.uk](http://www.wrda.co.uk) to download or contact Alan Jenkins**

[nalajay@hotmail.com](mailto:nalajay@hotmail.com)

**See separate Sheets.**