

2017 SPORTING & TECHNICAL REGULATIONS



Organised by the British Automobile Racing Club

Thruxton Circuit, Andover, Hampshire, SP11 8PN

Published Copy

vF – 8th February 2017

1.1

TITLE & JURISDICTION:

The **Junior Saloon Car Championship** is organised and administered by the British Automobile Racing Club on behalf of commercial rights holder **Junior Saloon Car Championship Limited** 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 ('the **Championship**').

The Championship Regulations comprise of these Sporting and Technical Regulations together with all and any amendments alterations or supplements thereto issued and/or published and/or promulgated by or with the authority of the Organisers together with all and any Supplementary Regulations for Championship events and any Final or other event Instructions issued and/or published.

1. **MSA Championship Permit:** CH2017/ RYD003
2. **MSA Championship Grade:** D
3. **Race Status:** Clubman

1.2

OFFICIALS:

1. **Co-ordinator:** David Wheadon
2. **Assistant Co-ordinator:** David Beecroft
3. **Clerk of the Course:** Vickie MacClinton
4. **Eligibility Scrutineer:** Steve Wood
In his absence, eligibility may be checked by any MSA licensed Eligibility Scrutineer or Technical Commissioner.
5. **Championship Stewards:** D. Wells D. Carter J. Champkin W. Coombs
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.

1.3

COMPETITOR ELIGIBILITY:

1. Entrants must be current members of the BARC, be registered for the Championship and possess a valid MSA Entrants Licence.
2. Drivers are eligible to register for the Championship once they have attained the age of 14. Drivers whose 17th birthday is on or after the 1st January in the current year of the Championship are eligible for the whole of that racing season.
3. Drivers and Entrant / Drivers must be current racing members of the BARC, be registered for the Championship and hold a valid Race Licence National B (Junior Formulae only). This licence will be held by the BARC and is only valid for competing in MSA sanctioned "Junior" Formulae events.
4. If participation in the Championship requires absence from school then drivers in full-time school education must have the written approval of their head teacher by means of 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
5. All necessary documentation must be presented for checking at all Championship rounds when signing-on.

1.4

REGISTRATION:

1. All drivers must register for the Championship by returning to the Coordinator prior to the Final Closing date for the first round being entered the Championship Registration Form which has been completed by them and by the competitor's Parent/Guardian/Guarantor together with payment of the Registration Fee.
2. The Parent/Guardian/Guarantor named on the registration form is required to attend all Championship races entered by the driver and must sign on in that capacity. Any proposed change of registered Parent/Guardian/Guarantor must be the subject of permission applied for in writing to the BARC Co-ordinator prior to any act of signing on (force majeure excepted).
3. The Championship Registration Fee is £600 payable to 'Junior Saloon Car Championship Limited' upon registration.
4. Registrations will be accepted from 1st January 2017 until the closing date for the last round of the Championship.
5. Registration numbers will be allocated by the BARC and shall be the permanent Competition number for the Championship.
6. Should any driver wish to change their vehicle from the one originally registered for the current season it must be a permanent change and application for permission must be made to the Assistant Co-Ordinator (1.2.2) together with a completed Registration Form and (additional) Registration Fee in the sum of £250 to 'Junior Saloon Car Championship Limited'. Only one vehicle per competitor may be registered at any one time.
7. If a vehicle is to be used by several drivers, then each additional driver will be required to pay a £250 registration fee to 'Junior Saloon Car Championship Limited' upon Championship registration.

1.5

CHAMPIONSHIP ROUNDS:

The 2017 CHAMPIONSHIP will be contested over the 18 Events at 9 Meetings as follows:

Event	Date	Circuit	Organising Club (Centre)
1	25 th /26 th March	Silverstone (Nat.)	BARC
2	8 th /9 th April	Rockingham	BARC
3	23 rd /24 th April	Anglesey	BARC (NW)
4	6 th /7 th May	Snetterton	BARC
5	3 rd /4 th June	Knockhill	SMRC
6	1 st /2 nd July	Croft	BARC
7	22 nd /23 rd July	Pembrey	BARC
8	2 nd /3 rd September	Donington Park	BARC
9	23 rd /24 th September	Brands Hatch	BARC

1.6

SCORING:

All drivers will compete for the Championship with Awards as per 1.7 below.

1. Points will be awarded to Competitors listed in the Final Results as follows:- 1st 25; 2nd 22; 3rd 20; then reducing by 1 point per place down to 3 points for 20th; all other finishers 2 points; all non-finishers 1 point. Fastest race lap 1 point. The number of starters or finishers shall not affect the allocation of Championship points per race.
2. The final Championship positions shall be determined by the total points accrued from all qualifying rounds run excluding any races which are abandoned by the Organisers and not replaced. Final Championship positions shall be subject to the conclusion of all Judicial procedures.
3. Ties will be resolved in accordance with MSA General Regulation **W1.3.4**.

1.7

AWARDS:

1. All awards except garlands shall be provided by the Commercial Rights Holder.
2. Per Race: A Garland to the overall winner provided by BARC and position trophies for 1st, 2nd and 3rd places.

3. Championship: A Trophy to the overall winner. Any driver failing to attend the BARC Championship prize-giving at the end of season (date and venue to be announced by BARC) may not be eligible to receive any prizes which may have otherwise have been presented at this function. Such prizes may be withheld and not be represented to any other driver.
 4. Bonuses: Per Round: None
Championship: None
 5. Presentations: Garlands and trophies are to be presented after each race.
 6. Entertainment Tax Liability: Not applicable.
- Title to all Trophies: In the event of any Provisional Results or Championship Tables being revised after any provisional presentations and such revisions affecting the distribution of any awards the Competitors concerned must return such awards to the BARC Competitions Secretary in good condition within 7 days

2

JUDICIAL PROCEDURES

1. **Rounds:** In accordance with the current MSA Yearbook and 4.2 of these regulations.
2. **Championship:** In accordance with the current MSA Yearbook and 4.2 of these regulations.
3. By registering for the Championship all competitors, and their associates, commit to the MSA Race 'n' Respect campaign and agree to positively promote and demonstrate the Racing Code, which is appended to these regulations.
4. Where any reports of disrespectful conduct are judged to be well founded the Championship Organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to the MSA.

3.1

ENTRIES:

1. Competitors are responsible for sending in correct and complete entries, with the correct Entry Fee, to the Championship Coordinator at the BARC prior to the closing of entry dates as per the entry forms. The Entry forms are available on the website www.barc.net or www.juniortouringcars.co
2. The Championship Entry Fee is £4050.00, if this is paid in full in 2 parts. The first part in the amount of £2050 must be paid no later than Monday 1st March 2017 and the balance in the amount of £2000 must be paid in full no later than Friday 29th May 2017. Payment must be made to the BARC by debit / credit card or bacs transfer.
3. Entry on a round by round basis is permitted with the entry fee per meeting set at £475, there will be a surcharge of £30 for a late entry (ten days prior to the meeting). Payment must be made to the BARC by using the BARC competitors entry system.
4. Incorrect or incomplete entries (including driver to be nominated entries or those without a payment) shall 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. No entry will be capable of acceptance until the Championship Registration Fees in accordance with Championship Regulations 1.4.3, 1.4.6 and 1.4.7 (as applicable) together with the Championship Entry Fee in accordance with Championship Regulations 3.1.2 and 3.1.6 have been paid and received as cleared funds.
5. Any withdrawal of entry or driver/car changes made after acceptance of any entry must be notified to all of the BARC, the Assistant Coordinator and the Secretary of the Meeting in writing. If driver/vehicle changes are made after the publication of Entry Lists with Final Instructions, the Competitor concerned will be accepted in accordance with D25.1.12 but always subject to any applicable fees payable and being paid and pursuant to section 1.4 of these Regulations.
6. For those joining the Championship after the first or any subsequent event who wish to pay in a lump sum(s) the nominal entry fee for each round missed shall be £300 per event and the applicable sum (aggregated if more than

one event has been missed) may be deducted from the Championship entry fee when paying the balance(s) due in accordance with Championship Regulation 3.1.2 above provided that entry with payment of the balance of Championship Entry Fee is made no later than 16 calendar days before the first Event entered ('the Closing Day'). Any Championship Entry after the Closing Day of the competitor's first Event will carry an Entry Fee of £475 for the first event entered and which sum must be paid together with the balance of Championship Entry Fees all of which must be paid in accordance with Regulation 3.1.2 above subject to this clause. If an entry fee is paid by cheque then it must have cleared by the Closing Day. Credit Cards attract a 2.5% surcharge but not Debit Cards.

7. In the event of any rounds being oversubscribed the Organising Club may, in liaison with the Coordinators, at their discretion run Qualification races.
8. Where applicable Reserves are to be nominated on the Final List of Entries published with the Final Instructions or Amendment Sheet Bulletins. Reserves will practice and replace non-qualified (including drivers practising out-of-session or qualifying by virtue of having raced at the circuit within the previous 12 months), withdrawn or retired entries in Reserve Number order irrespective of class. If reserves are given Grid Places prior to issue of the first Grid Sheets for any round, the times set in practice shall determine their grid positions. If Reserves are given places after publication of the grid sheet and prior to cars being collected in the Official "Assembly Area" 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 Course.
9. Acceptance of Entries: Up to Closing Day, The Organisers may accept up to the maximum number of starters permitted on the Track Licence for the circuit ("the maximum"). If entries received by the Closing Day exceed the maximum, selection will be made in order of receipt. Those in excess of the maximum and up to 20% more will be treated as 'reserves'. If the maximum has not been reached by the Closing Day, entries received after that date will be accepted strictly in order of receipt until the maximum is reached.

3.2

BRIEFINGS:

Organisers shall notify competitors of the times and locations for all briefings in the Final Instructions or Official Race Day Bulletins for the meetings. Competitors must attend all briefings. Non-attendance will result in a fine of up to £180 payable by the Parent/Guardian/Guarantor signed on at the relevant Event. For the avoidance of doubt such fines are passed to MSAUK.

3.3

PRACTICE / QUALIFYING:

Practice sessions will be as per MSA Regulations Q4.5. Should any practice or qualifying session be disrupted the Clerk of the Course shall not be obliged to resume the session or re-run sessions to achieve the championship criteria and the decision of the Clerk of the Course shall be final.

3.4

QUALIFICATION CRITERIA:

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 MSA regulations Q4.5. Drivers practising out-of-session or qualifying by virtue of having raced at the circuit within the previous 12 months will be placed at the back of the grid. 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.

3.5

RACES:

The standard minimum scheduled race distance shall be **15 minutes plus 1 lap** but should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the Meeting or by inadvertent display of the race finishing flag signals it shall still count as a full points-scoring round.

3.6

STARTS:

Unless modified by any published BARC Supplementary Regulations, the following regulations shall apply:-

1. There will be a minimum elapsed period of 3 minutes from cars being released from the Assembly Area to the start of the race or, if applicable, the green flag lap.
2. Start Procedure: In normal circumstances there will be a green flag lap. A 'two minute' board will be shown on the startline; engines should be started at this stage and the grid cleared of any pit crew. A 'one minute' board will be shown, followed by a '30 second' board; a '5 second' board will be displayed; approximately 5 seconds after this board is withdrawn the red lights will be switched on; after between 2 seconds and 7 seconds they will be switched off to start the race. In the event of the failure of these lights a National Flag will be used to start the race.
In circumstances where a green flag is used, it will be waved from the startline to commence the green flag lap. The pole position driver should set a reasonable pace during this lap and slow down on approaching the startline to allow the grid to close up. Drivers should resume their correct grid positions with the minimum of delay. Any drivers unable to start the green flag lap or start the race are required to indicate their situation as per MSA regulation **Q12.13.2**. Drivers may make up any lost grid position during this green flag lap, BUT any drivers unable to maintain grid position to the extent that ALL other cars are ahead of them, may complete the green flag lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay
A '5 second' board will be displayed when the grid is stationary. Approximately 5 seconds after this board is withdrawn the red lights will be switched on; after between 2 seconds and 7 seconds they will be switched off to start the race. In the event of the failure of these lights a National Flag will be used to start the race.
3. Any car removed from the grid or driven into the pits after leaving the Assembly Area shall be held in the pit lane and may start the race after the last car to take the start from the grid has passed the startline or pit exit lane whichever is the later.
4. 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.

3.7

PRACTICE / QUALIFYING & RACE STOPS:

1. Should the need arise to stop any **practice or qualifying session**, RED LIGHTS will be switched on at the Startline and RED FLAGS will be displayed at the Startline and at all Marshals Signalling Points around the Circuit. This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pit-lane.
2. Should the need arise to stop any **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, to slow to a safe and reasonable pace and to return to the **starting grid** which will automatically become a Parc Fermé area.
3. 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 pit-lane or who enter the pit-lane may only re-start from the pit-lane (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 pit-lane behind those referred to above.
4. **Case A – Less than two laps completed by Race leader.**
The Race will be null and void. The race will restart from the original grid positions. Competitors unable to take the restart may be replaced by reserves who will start from the back of the grid in reserve order. Gaps on the grid should not be closed up. The length of the restarted race will be determined by the Clerk of the Course.
5. **Case B – More than 2 laps completed by Race leader but less than 75%**
The race will restart from a grid set out by the finishing order of part one (as per **Q5.4.2**). The result of the race will be the finishing order at the end of part two. The length of the restarted race will be determined by the Clerk of the Course.
6. If the leader has completed more than **75%** of the race distance or duration, it shall not be restarted and the results will be declared in accordance with MSA Regulation **Q5.4.3**, unless the Clerk of the Course in consultation with the Stewards deem it appropriate to restart the race.

3.8

RE-SCRUTINY:

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

3.9

PITS AND PITLANE SAFETY:

1. Pits: Entrants must ensure that the MSA Circuit Management and Organising Club Safety Regulations are complied with at all times.
2. Pit-lane: The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all drivers to take all due care and drive at minimum speeds in pit- lanes.
3. Refuelling: May only be carried out in accordance with the MSA Regulations **Q13**, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.
4. Pit-lane Speed: There is a **60kph** (38mph) speed limit in all pit-lanes at all times.

3.10

RACE FINISHES:

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

3.11

RESULTS:

All Practice timesheets, grid sheets and 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 **after the last race of the season.**

3.12

TIMING MODULES:

It is the Competitors responsibility to ensure that a working transponder is fitted to the vehicle in accordance with **Q12.2.1**. 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.

3.13

QUALIFICATION RACES:

There is no provision for qualification races within this championship except where the grid is oversubscribed at the date for the closing of entries.

There may be occasions when, due to circumstances on the day, a scheduled race is not run, a race meeting is abandoned or the circuit curfew is reached. The BARC will use its best endeavours to find space in another race meeting in the same season in order to run a replacement championship round; preference will be given to a race meeting where the affected formula is already scheduled to race. No change of vehicle will be permitted.

If a race is 'red flagged' twice the Clerk of Course may decide to rerun the race on the same day subject to circuit curfew but is not obliged to do so. If the decision is taken that it should not be rerun on the day or it cannot because of circuit curfew, it will be considered an abandoned race and the number of championship scoring rounds will be adjusted accordingly.

The cancellation abandonment re-scheduling or curtailment due to curfew of any scheduled Championship race(s) shall not howsoever entitle any competitor to any refund of either Championship or race entry fee(s).

3.14

ADDITIONAL SPORTING REGULATIONS ISSUED FOR THE CHAMPIONSHIP

1. All competitors (for this clause 3.15 meaning Entrants, Parents and Drivers) undertake with the Organisers to respect and uphold at all times the Regulations of the Championship including the Championship Commercial Undertakings which are a material term of the Championship. It is acknowledged and agreed by Competitors that

all and any amendments to Championship Regulations including any Supplementary and or Final Instructions to competitors may be published only electronically on any of the Organisers' / Championship website(s) and that it is the responsibility of competitors to ensure awareness of and conformity with all Championship Regulations. Any driver competing in the Championship may be called before a meeting of the Championship Stewards who, at their discretion, may take further action that could include exclusion from part or all of the Championship.

2. The Organisers may use any evidence available to them to request that the Championship Stewards investigate any drivers who are deemed to show poor driving standards or bring the championship into disrepute in any such manner through on and / or off track incidents. This may include but is not limited to any complaints made officially by registered competitors.
3. Championship Stewards are also empowered to consider any request from a Championship co-ordinator to penalise any Competitor for any breach of Championship regulations and, after holding a formal hearing if they deem it necessary, to impose a penalty in accordance with MSA Regulation **C.2.1.1** (subject to the rights of appeal provided for in **Section C**).
4. The Organisers acting through any Official of the Meeting are empowered to demand from any competitor (Entrant and/or Driver) the surrender and delivery up to the Organisers of any moving image evidence and its related recording device for the purposes of establishing conformity with driving standards. Failure to so deliver up and/or surrender the said moving image evidence and/or device(s) shall entitle the Organisers acting through the Judicial officials of the event and/or Championship to exclude the relevant competitor from the relevant event and/or Championship results. For the avoidance of doubt all cameras and recording equipment fitted to cars is deemed to be under the control of the Organisers with effect from signing on at each Championship race event.
5. One or more of the following may be imposed by the Championship Stewards as appropriate:
 - a) Reprimand.
 - b) Fine. This may be also applied in the case of a driver receiving three reprimands from the Championship Stewards in one season.
 - c) Time Penalty.
 - d) Suspension *and/or* Exclusion from all or part of the Championship. This may also be applied in the case of a driver receiving two fines from the Championship Stewards in one season.
 - e) Disqualification.
6. Consumption of alcohol or drugs by competitors is strictly prohibited during the meeting and will result in exclusion and/or disqualification from the Championship. For the avoidance of doubt the meeting will be deemed to start when the competitor signs on and finishes after the conclusion of all Judicial action after the final race of the weekend.
7. Competitors must at all times respect property belonging to the Organisers and Commercial rights holders. Failure to do so, may incur fines and/or further reprimands.

3.15

MSA RACING CODE

By registering for the Championship all competitors, and their associates, commit to the MSA Race 'n' Respect campaign and agree to positively promote and demonstrate the Racing Code, which is appended to these regulations. Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to the MSA.

The racing code means that certain standards of behaviour are expected from everyone involved, for example:

- Everyone should recognise that there are different groups within the racing family who should all be treated appropriately
- Everyone should create a welcoming, friendly and safe environment and at all times be treated politely, fairly and with respect
- Young drivers should be encouraged to have fun and enjoy racing without having pressure put upon them to win and to recognise the benefits of junior racing such as skill acquisition
- Respect should be shown to all competitors and their families, applauding their success and respecting the decisions made by officials

- Drivers will race for enjoyment, trying their best at all times while racing fairly, being polite and treating everyone with respect, not showing off when they win and not getting upset if they don't win
- Teams accept that racing is primarily about enjoyment not putting pressure on young racers and encouraging them all to respect the rules and the authority of officials
- No-one will encourage a racer to break or bend the rules or drive in a manner that could cause injury to themselves or others
- Everyone will voiding public criticism of an event, organiser, officials or their decisions, including through social media, as this could be seen as detrimental to those involved at all levels and to the sport as a whole

Full details of the "race 'n' respect" campaign are provided as Section 8.

3.16

SAFETY CAR

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

3.17

ON-BOARD CAMERAS

Cameras may be fitted to vehicles provided that the camera fitment is approved by the Scrutineer and that any footage obtained is not for commercial use. The Clerk of the Course and the Stewards may make use of any such footage in reaching their decisions on any judicial matters.

The first camera fitted must be positioned in such a way to show a forward facing image where you are able to see the bonnet of the car and the drivers' steering wheel. If the view is not as required by the Clerk of the Course they may order that the camera be repositioned. Additional cameras may be fitted to give other views in and around the car. Each camera must be recording during each on-track session with camera cards cleared for the start of the meeting to ensure they are able to record the complete track sessions. Failure to have any camera functioning correctly and giving a clear image may be subject to penalties as seen fit by the Clerk of the Course.

4: CHAMPIONSHIP RACE PENALTIES :

4.1: INFRINGEMENT OF TECHNICAL REGULATIONS:

1. Arising from post-practice scrutineering or judicial action: Should a vehicle be found ineligible, the Clerk of Course will impose the penalty set out in MSA Regulation **C3.3**.
2. Arising from post-race scrutineering or judicial action: Should a vehicle be found ineligible, the Clerk of Course will impose the penalties set out in MSA Regulation **C3.5.1 a & b** and may impose the penalty set out in MSA Regulation **C3.5.1 c**. Technical infringements may be referred to the Championship Stewards for further action/penalties.

4.2: INFRINGEMENT OF NON-TECHNICAL MSA REGULATIONS AND THE SPORTING REGULATIONS ISSUED FOR THE CHAMPIONSHIP

1. If a driver is excluded from a race then the fact of exclusion from that race will still count as a championship score of zero and the Clerk of the Course has the discretion to refer the matter to the Championship Stewards for consideration by them of imposition of further or additional penalties as provided by GR C.2.1 (a) - (d) and further the Championship Stewards hereby have the additional authority to impose a penalty as though they were empowered by virtue of GR C.2.1 (e) to suspend a competitor's participation in the Championship for a stated period. Penalties imposed by the Championship Stewards carry the rights of appeal provided by the GR.
2. In order to maintain standards of conduct, the Championship Organisers will monitor all Officials/Observers reports of adverse behaviour at race meetings. If any individual is included on two such reports during one racing season the Championship Organisers will request the Clerk of Course at future race meetings to consider specific observation of that driver's conduct.
3. MSA Regulation **D13.1.1**: If I am the Parent/Guardian/Guarantor of the driver, I understand that I shall have the right to be present during any procedure being carried out under the Supplementary Regulations issued for this event and the General Regulations of the MSA. As the Parent/Guardian/Guarantor I confirm that I have acquainted myself with the MSA General Regulations, agree to pay any appropriate charges and fees pursuant to those Regulations (to include any appendices thereto) and hereby agree to be bound by those Regulations and submit myself without reserve to the consequences resulting from those Regulations (and any subsequent alteration thereof). Further, I agree to pay as liquidated damages any fines imposed upon me to the maxima set out in **Section Z** of the MSA Yearbook.
4. Any Competitor who is penalised under the Championship Sporting Regulations at any stage of a Championship event and receives an allocation of penalty points on their race licence in accordance with MSA regulations, will - subject to any outstanding Appeal to the Stewards of the Meeting and / or MSC (ASN) National Court- receive a grid slot penalty at the next round in which they compete following the allocation of penalty points, equal to the number of penalty points which were allocated. Double headers will be considered as two separate rounds; however if the decision to allocate penalty points is delayed such that further round/s of the Championship have taken place since the offence, the grid slot penalty will be implemented at the next round in which they compete after the allocation of the penalty points.
The penalty will mean that a Competitor will be moved back grid slot places from their grid position (e.g. if a Competitor with a three grid slot penalty had a qualifying time that was good enough for pole position then the Competitor will start fourth on the grid). If for any reason the imposition of this grid penalty is impractical (such as the competitor's qualifying time, starting from the pit lane etc.) or the offence occurs at the final meeting of the season, a time penalty of 5 seconds will be added to the elapsed race time of the competitor. In the case of any outstanding Appeal being determined against the competitor but after the final Championship race event then the competitor shall have 5 seconds added to the elapsed race time of that competitor in the final Championship race in which the competitor took part and which event must count as a scoring Championship race.
5. Additional specific Championship penalties as per **3.15** of these regulations.
6. The attention of competitors is specifically drawn to GR Q.14.4.1, Q14.4.2 and Q14.4.4 in relation to driving standards, track limits and penalties available for any breaches.

5 : TECHNICAL REGULATIONS

5.1

INTRODUCTION:

- A. 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 must work on the principle that you cannot. The fact that some modifications are mentioned as prohibited does not imply that others are allowed. **The Regulations must be read as a whole.**
- B. **STANDARD:** The word 'standard' used within these technical regulations as a description of components is to be interpreted as per 'Standard Part' defined in Section B – Nomenclature & definitions in the MSA Blue Book, for the UK specification Citroën Saxo VTR for body shells up to and including 2003 including roller rocker engine model. Checking will be by comparison to spare parts supplied by the manufacturer's official agent or by any other means necessary to ensure compliance. **STANDARD PATTERN:** The words 'standard pattern' used within these technical regulations as a description of components is to be interpreted as 'Standard Pattern Part' defined in **Section B** – Nomenclature & Definitions in the MSA Yearbook for the UK specification Citroën Saxo VTR for body shells up to and including 2003 including roller rocker model and is constructed using the same materials and manufacturing processes.
- SEALING OF COMPONENTS:** The Organisers reserve the right to have any component of the vehicle sealed and to substitute replacement 'control' parts to permit those removed to be checked for eligibility. Before competing in any Championship event, the engine and gearbox must be checked and sealed.

The details of sealing requirements and the consequences of failure to maintain sealed conditions are in sections 5.7 and 5.9 and 5.18 of these Championship technical regulations.

5.2

GENERAL DESCRIPTION:

The Championship is for Competitors participating in right-hand drive UK specification Citroën Saxo VTR for body shells up to and including 2003 including Mark 2 engine roller-rocker model with bodywork modifications as per 5.6. Except as provided by these Regulations for all Technical & Eligibility purposes the Citroën Saxo VTR will conform to the following Vin Code: VF7S6NFZF56270977. There are no restrictions on the trailering of cars to/from the circuit. All vehicles must comply with MOT requirements be of sound construction and mechanical condition and be well maintained. There is no requirement for an MOT Certificate, Road Tax or Insurance.

5.3

SAFETY REQUIREMENTS:

MSA Section K Safety Criteria Regulations will apply.

1. **Maximum driver escape time:-** Drivers must be able to vacate the car within 7 seconds. Other Safety Requirements are specifically covered below.
2. **Roll over protection:** All cars must be fitted with the roll over protection system (roll cage) designed for the Championship by Custom Cages of Daventry. This roll cage complies with FIA Appendix J. Article 253.8.2 & 253.8.3 and the door bars comply with FIA Appendix J. Article 253-8.2.1.4. The ROPS system complies with drawing numbers: 253-3, 253-4, 253-8, 253-9A, 253-11, 253-13, 253-14 and 253-17-A. **This roll cage must be fitted by Custom Cages of Daventry who will issue a certificate of compliance after completion.**
3. The roll cage must be fitted by either Custom Cages of Daventry or an alternative manufacturer authorised installer who has been approved in advance by the Assistant Championship Coordinator. The installer will issue a certificate of compliance after completion.
4. Where the occupants' bodies could come into contact with the safety cage, FIA-approved non-flammable padding must be provided for protection.
5. Where the driver's crash helmet could come into contact with the safety cage, the padding must comply with FIA standard 8857-2001, type A (strongly recommended), or with FIA standard 8857-2001 type B or SFI specification 45.1. (minima) (see technical list n°23 "Roll Cage Padding Homologated by the FIA").

6. **Harness:** A 6 point safety harness in accordance with FIA Appendix J Article 253-6 and FIA approved for use with an 'FHR' System is mandatory. These belts comply with FIA D130T/98 & FIAD 133P/98. (The 'FHR' system must also be used – see (g) Safety Helmets, below). The safety harness mounting points must be those installed by Custom Cages of Daventry, to FIA approved standards; these will be fitted at the same time as the roll cage. No other safety harness mounting points may be used.
7. **Driver's seat:** The only permitted seat is one which is currently Homologated in accordance with either standard FIA 8855-1999 *or* FIA 8862-2009. The seat must be fully FHR compatible and must only be mounted to the plates supplied and fitted by Custom Cages of Daventry and which comply with FIA Appendix J Article 16 Homologation and will be fitted at the same time as the roll cage.
8. **Fire Extinguisher:** The only acceptable extinguisher is one which is currently homologated by the FIA which must be a 4 or 4.25 litre, 4 outlet, 'plumbed-in' system **Lifeline Zero 2000 (FIA Homologation No: EX.002-98)**. Its operation may be either mechanical or electronic. This must be mounted in compliance with the manufacturer's instructions. The 'over-centre' locking clips on the extinguisher mounting should be secured with lockwire or similar.
9. **Safety Fuel Tank:** The use of a manufactured safety tank, complying with FIA Appendix J Article 253 – 14, is mandatory.
The parts may be purchased direct from ATL - tel 01908 351700. Part No. Description
SA-AA-030 20L ATL SAVER CELL
CL-AA-077 Internal corner collector
EL-AA-001 2 pin clubman electrical
bulkhead connector FL-AF-003 Spill tray
TF-AA-204 -6 bulkhead adapter
(It is **highly** recommended that the optional fuel cell inner baffle be fitted to avoid surge and that a high flow fuel filter be fitted to avoid frequent injector problems.)
Or alternatively the Fuel Safe tank through Mike Luck 01527 521050
Part No. Description
RS105 Complete fuel cell – 5 gallon with standard fill plate SF4x6C, 6 connectors and bulkhead fitting ST100-HP Collector/surge tank with high pressure fuel pump and wiring loom (optional)
10. **Overalls:** Drivers must wear overalls as well as gloves, long underwear, a balaclava, socks and shoes/boots homologated to the FIA 8856-2000 standard, as detailed in FIA Appendix L Chapter III Article 2.
11. **Safety Helmets:** These must be to the standards specified in the current MSA Yearbook, section K10.3.1 a (*i.e.* be acceptable for International and MSA events) and must incorporate an FIA approved FHR device fitted in accordance with FIA regulations. It is highly recommended that the helmet visor be fully closed whilst on circuit.

5.4

GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

All cars must comply with the requirements of sections J and Q19 of the current MSA Yearbook. Water hoses, oil hoses and their associated clips are free. Fasteners (e.g. nuts, bolts) are free. A table of technical specifications (6.1) has been prepared & cars must comply with those specifications. The standard screw-in front towing eye must be replaced with a towing eye in accordance with MSA Regulation Q19.1.3; (note the tow eye may be of either a suitable rigid or flexible material).

5.5

CHASSIS:

No chassis stiffening is permitted except that as derived from the roll cage as supplied and fitted as per 5.3. (a). No modifications or additions may be made to the roll cage. Seam-welding of the shell is prohibited; fitting of a front or rear strut brace is prohibited.

5.6

BODYWORK:

The front wings, headlights, bonnet and grille must be replaced with those from the 'face-lift' model; the rear hatch and rear spoiler may also be updated but are not mandatory.

1. **General:** Mandatory fitment of laminated windscreen. The rear passenger windows and rear windscreen, as well as the rear-view mirrors, must be covered with a transparent and colourless (tinted is not permitted) safety film with a maximum thickness of 100 microns. ~~The driver's and front passengers windows should not have this covering fitted.~~ It is permitted to replace the driver's side door glass with plastic in conformity with MSA regulation **J.5.20.8** and incorporating a slider panel as window aperture. The standard latching and locking mechanisms together with all associated components for the bonnet and the rear hatch must be removed; both the bonnet and the rear hatch must be secured by a minimum of two surface mounted (not recessed) securing pins.
 2. **Interior:** Passenger seat, rear seats, floor coverings, roof lining, detachable boot covers, radio/stereo units, speakers and associated wiring, spare wheel and tools must be removed. Sun visors may be removed. Additional instruments are permitted, but all standard instruments and switches must be retained in their original positions. The heater, heater motor and associated ducting must be retained and be fully operational. The central locking mechanisms including locking motors and associated wiring must be removed **along with the check straps**; the standard door latching mechanism must be retained, but manual interior door lock mechanisms must be disabled. The standard steering column lock and ignition key must be removed and be replaced with an ignition on/off switch and a starter button within reach of the driver when seated and belted in.
 3. **Steering wheel** must be changed for one with a 'quick-release' mechanism; it is recommended that the steering wheel should be a minimum diameter of 33cm. (The quick release mechanism must consist of a flange concentric to the steering wheel axis, coloured **yellow** through anodisation or any other durable **yellow** coating, and installed on the steering column behind the steering wheel. The release must be operated by pulling the flange along the steering wheel axis.)
 4. **Glass sunroofs** must be replaced as per MSA regulation Q19.14.6; it is recommended that this be replaced with a steel panel. As an alternative, the entire roof panel may be replaced with a solid (non sunroof) panel from a Citroën Saxo. Electric window winding mechanisms may be replaced by the manufacturer's manual window winding mechanisms; all windows must remain operable. ~~The driver's door must be filled with fire resistant energy absorbing foam (such as Everbuild Fire Foam B1) BUT only to a level which still permits approximately 50% vertical movement of the driver's window.~~ An interior rear view mirror must be fitted to the left of the driver. **It is advised to fit a 17" convex interior mirror to improve the driver's rear view.** Front door panels and rear passenger side panels must be replaced with aluminium sheeting - this must be executed to a high standard with no sharp edges and with smooth surface.
 5. **Driver's window net:** A protective net is compulsory. It must meet the following specifications:
The net must be made up of woven strips at least 19 mm (3/4") wide. The meshes must be a minimum of 25 x 25 mm and a maximum of 60 x 60 mm. The woven strips must be non-flammable and sewn together at each point of crossing. The net must not be of a temporary nature.
The net must be attached either to the rollcage or to a fixed part of the bodywork above the driver's window, by means of a rapid release system that will function even if the car turns over.
Coloured markings ("dayglo" orange). A push-button release system is authorised; the push-buttons must be for the attachment of the net or of its rollcage support, only screw-in connectors are authorised. No modifications to the rollcage are authorised.
 6. **Exterior:** The standard exterior mirror 'pods' must be retained and used but the choice of mirror within them is free. Fog lights may be removed and the holes used for brake ducting (the holes may not be covered over). An additional mirror may be fitted to the passenger door. Plastic front wheel arch inner liners must be removed. Radio aerials must be removed. The existing heat shields between the exhaust and the bodyshell may be removed; it is recommended that heat reflective material is placed between the fuel cell and the exhaust. The standard complete front grille must be retained and must be as shown in Appendix 6. Suitable flat mounting plates 510mm x 115mm high (± 5 mm on both dimensions) must be fitted to the normal number plate positions front & rear to carry championship decals as issued by the Organisers. No other alterations to standard are permitted.
 7. **Silhouette:** No alterations to standard.
 8. **Ground Clearance:** It is permitted to alter the ride height. Under no circumstance can any part of the bodywork or of the suspended part of the car be below a horizontal plane passing 75mm above the ground, the car being in normal racing trim with the driver aboard. A gauge of 75mm may be used by Scrutineers before or after races or practice to check the ground clearance.
- 2. Modifications Prohibited:**
1. **General:** The exterior of the car must be standard. Any replacement body panels must be of original shape, material and thickness. No modifications (other than those specifically permitted in 5.6.1, above) may be made to or material removed from the bodywork or any of its panels including internal stiffeners other than as repairs; exterior trim must be generally standard. With the exception of the driver's name

being displayed on the rear side **and rear** windows in letters not exceeding 10cms high, no other decals or graphics other than those issued for the championship may be on any of the windows/windcreens. The rubber seal, located on the underside of the bonnet approximately 150mm from the rear edge must be fitted. (Its purpose is to provide a seal to the heater air intake and therefore seal against the passage of flame into the interior of the car in the event of a fire.)

2. **Interior.** Any in contravention of 5.6.1.2.
3. **Exterior:** It is not permitted to increase the width of the wheel arch by the addition of material to, or the deformation of, the outside or inside of the wheel arch. Additional holes for any purpose including cooling, break ducting, air intake etc. may not be made in the bodywork. Bonnet / engine cover must remain in the normal position and, when closed, must not have any non-standard gaps at any of their edges. Both standard front windscreen wipers must be retained in their standard position and be fully working. The wiper motor cover should be fitted. The standard washer bottle should be removed to prevent contact with the tyre **and must be replaced with a washer bottle located within the engine bay; the windscreen washers must be operative.** Tailgate support struts & fittings must be retained. Fitment of tape, sealant or addition of any material of any type to close body gaps (e.g. bonnet to wing) is prohibited. Bonnet securing pins are to be surface mounted, not recessed.
4. **Silhouette:** Any in contravention of 5.6.1.4.
5. **Ground Clearance:** Any in contravention of 5.6.1.7.

5.7

ENGINE: (Also refer to 5.1, 5.9 & 5.18.)

SEALING REQUIREMENTS

Before competing in any Championship event the Entrant is responsible for ensuring that the engine and gearbox have both been sealed by an MSA Licenced Scrutineer further details are in section 6 of these regulations and 5.1 above under 'Sealing of Components'. Engines and gearboxes that are fitted with unbroken seals from the previous season do not require new seals but for the avoidance of doubt remain subject to all the sealing requirements of these Regulations.

The sealing requirement extends so that it is the responsibility of the Entrant to have any engine or gearbox re-sealed after a scrutineering examination of any nature under these Regulations before the vehicle competes again i.e. if the vehicle is examined after any qualifying or race and the seal(s) is/are broken for that purpose then the relevant component must be re-sealed before it will be permitted to compete and if it is so examined after the final race of an event then it is the Entrant's responsibility to ensure that the relevant components have all been resealed after examination and before the vehicle is used again in any competitive element of the Championship (subject only in any case to any Judicial actions and direction of the Clerk of the Course or the Stewards of the Meeting). If the vehicle leaves any event in an unsealed condition then it must be resealed before it is presented for pre-event scrutiny at the next event in which the vehicle competes.

Any problem at an event or otherwise in obtaining re-sealing or sealing shall be reported by the Entrant direct to the Championship Clerk of the Course *and* the Championship Assistant Co-ordinator.

If an Entrant requires a vehicle's components to be re-sealed *otherwise* than at an event then the Entrant must pay the reasonable costs and expenses of the relevant scrutineer at the then current rates indemnified by MSA UK.

GENERAL PROVISIONS

The only modifications permitted to engines are those listed in the paragraph "1. Modifications Permitted" below; if the following texts do not clearly specify that you can do it, you must work on the principle that you cannot.

It is the competitor's responsibility to ensure that no prohibited modifications have been carried out, even if they are using an engine not assembled by them.

Two types of engine are permitted Mk1 Non Roller Rocker and Mk2 Roller Rocker. Each engine must be built entirely of that mark i.e. one CANNOT mix and match engine parts from one mark with another. Standard parts will be supplied by Junior Saloon Car Championship Limited and kept by the Scrutineers for direct comparison. Engine choice must be made clear at registration.

[5.7 Engine - continued]

1. Modifications Permitted:

- Bore and stroke must remain as standard.
- It is permitted to replace valves, valve guides and valve seats with standard or standard pattern parts (refer to definitions in 5.1. b & c).
- The camshaft is a specific Championship profile, only available from the Assistant Coordinator, is the only camshaft permitted and must be purchased via the Assistant Coordinator.

2. Modifications Prohibited:

- Any modifications other than those permitted in 5.7.1.
- The Championship profile camshaft must remain entirely unmodified; it is not permitted to regrind or reprofile the camshaft; camshaft timing must remain as standard.
- The standard cambelt cover/s must be retained.
- No material may be added to or removed from the cylinder head other than refacing (refer to the table in section 6 of these regulations for minimum head thickness).
- Inlet and exhaust ports may not be modified in any way and must remain as cast.
- Valve seat dimensions must be as standard.
- Balancing of reciprocating components is not permitted.
- For the sake of clarity, pistons may not protrude above the block face and pistons must remain as standard in all respects.

3. Location:

Position, mounting method and mounts must be standard.

4. Oil/Water cooling:

Either the Saxo VTS standard radiator OR the standard UK specification non-aircon water radiator must be in the standard position with no additional air ducting or holes in the outer or inner bodywork. Radiators from alternative suppliers may be used but must be identical in dimensions and form to the standard Citroen parts. An oil cooler is permitted if fitted as standard, but must be fitted in the standard position; if none is fitted as standard an oil cooler may be fitted within the overall periphery of the engine bay; no additional air ducts or holes are permitted. Internal baffles may be fitted to the standard sump; the sump oil pick-up pipe may be modified.

5. Induction Systems:

The complete standard induction system must be fitted in its entirety; it is not permitted to add any covering, whether heat-reflective/heat-resistant or not, to the inside or outside of any part of the induction system and the whole system must remain standard for the year of vehicle registered. Air filter elements may be removed or replaced by non-standard filter elements inside the standard casing. Standard fuel injectors must be retained; any butterfly damper weight on the throttle body may not be removed. No other modifications are permitted. The crankcase breather may vent direct to a catch tank instead of into the induction but any holes in the air filter housing/induction associated with the breather system must be blanked off.

Exhaust systems must exit at the rear of the vehicle. Exhaust systems may not pass through the driver/passenger compartment. Standard exhaust manifold and front pipe (Citroen Pt. No. 170566) must be retained and may not be modified. An exhaust catalyser is mandatory; either the integral catalyser may be retained or it may be replaced with a 'sports' type catalyser. The remainder of the exhaust system including silencer is free but no part of the manifold, piping or silencer may have any covering or lagging, whether heat resistant, heat reflective or not.

6. Ignition systems:

The Championship Assistant Co-ordinator will supply mandatory control ECUs for each event and which must be used for untimed and timed practices and race/s. It is imperative that the immobiliser is disabled to prevent lock-out of the ECU. The ECUs shall be issued at pre-race scrutineering and must be returned at post-race scrutineering on demand. No modifications are permitted to the ECU as issued and the seals as fitted when issued may not be broken. Any ECU damaged between issue and return will be charged to the competitor at replacement cost. The diagnostic connector in the passenger footwell must be accessible and operational. All engine management components as originally fitted are to remain in their original location and be fully operational.

Any ECU not returned will result in a fine of £250 payable by the Entrant to Junior Saloon Car Championship Ltd and may incur a deduction in championship points.

7. Fuel delivery systems:

It is permissible to replace only the fuel pump, fuel lines, and filter with non-standard items. Safety Fuel tank as per 5.3 e) is mandatory. It is recommended that the optional fuel cell inner baffle be fitted to avoid surge and that a high flow fuel filter be fitted to avoid injector problems. The fuel pump inertia cutout switch, located under the bonnet next to the top mounting for the nearside front suspension strut, should be disabled to prevent unwanted operation. The Purge canister and associated wiring, brackets and pipes may be removed. Fuel regulator must be standard.

5.8

SUSPENSIONS:

1. Permitted modifications:

It is permitted to alter the ride height within the constraints of 5.6.1. The original suspension configuration must be retained. Castor angle must be within the standard parameters.

Front suspension must only utilise the standard Citroën Saxo VTR suspension strut with the Championship-specification GAZ damper insert; rear dampers may only be the Championship specification GAZ adjustable units. These units will be sealed and must be purchased direct from GAZ Shocks (01268 724585). Each front damper may be fitted with one (only) Citroen Saxo VTR bump-stop which may only be modified by the removal of material. Front spring rate is free provided the standard mean spring diameter is retained and the spring is made from one continuous length of wire. The standard rear torsion bars must be retained and may not be modified, but may be re-positioned in order to adjust the ride height. Standard anti-roll bars must be retained and be properly connected. Standard chassis bump-stops must be fitted in the standard position.

2. Prohibited modifications:

No bump-stops of any description may be fitted to the rear dampers. No bump-stops of any description may be fitted to the front dampers other than the one permitted in 5.8.1. Modifications to the suspension pick-up points are prohibited; this includes the 'slotting' of top suspension strut mounting points. Adjustable anti-roll bars are prohibited. Offset and/or adjustable suspension strut mounts are prohibited. Adjustable spring platforms and hub-carrier brackets are prohibited, even if the adjustability is disabled. Non-standard suspension bushes are prohibited; rose joints, rod ends or similar are prohibited. Any modification that prevents a wheel from reaching its fully drooped position is prohibited. It is not permitted to fit any spacer, helper spring or similar above, below or to the front spring.

Rear Axle: The standard washer only must be retained under each of the four axle mounting points; no additional washers or spacers may be fitted.

3. Wheelbase/track:

The wheelbase and track must be standard.

5.9

TRANSMISSIONS:

Before competing in any Championship event, the engine and gearbox must be sealed; further details are in section 5.7 and section 5.18 of these regulations.

None. Standard gearbox and final drive/axle must be retained. The standard clutch cover and plate must be retained. Standard gear linkages must be retained.

Gearbox casing, bell housing must be standard. Final drive housing (if applicable) must be standard. Limited slip, locked, locking, torque biasing differentials or similar are prohibited

The use of any electronic traction control device is prohibited. Gearbox ratios and final drive ratio must be as per appendix 6.3.

5.10 Electrics

All external lighting must be as per standard fitment and to EC requirements and be fully operational; however the side indicator repeater lights may be removed and the resulting holes in the wings must be blanked off. Lights must be taped to MSA regulations.

The manufacturer-fitted rear fog light must be disabled.

An LED rear fog light to EU regulation 7, an FIA homologated LED rear warning light, or an LED stop light to EU regulation 38 is mandatory and must be fitted within 10cms of the centreline of the rear window and be located between the top and bottom edge of the glass.

There are no restrictions on battery type subject to MSA regulations; location must be as standard. A battery and electric starter motor must be fitted and be capable of repetitive starts. The battery positive terminal must be completely covered with no metal showing. The negative lead should be identified by a yellow marker or covering.

No external (slave) batteries may be used.

The standard alternator with standard pulleys must be fitted be fully working and electrically connected so that the standard battery charging function is providing a charge to the onboard battery.

The standard wiring loom must be retained and used ~~except as mandated at regulation 5.7.7 (ECU and engine wiring loom).~~

Rear wiper motor ~~is optional but must be working if fitted~~ The wiring must be retained ~~with standard cover~~ and the wiper must be fully functional ~~(if fitted).~~

Rear washer and associated pipework and wiring may be removed.

~~The horn is optional~~ but its wiring must be retained ~~and be fully functional.~~

The central locking mechanisms including locking motors and associated wiring must be removed; the standard door latching mechanism must be retained.

The central locking controller alarm and immobiliser with their associated wiring and brackets must be removed along with the check straps.

5.11 Brakes

The standard manufacturer system must be retained but is subject to the following Permitted and Prohibited modifications:

1. Permitted Modifications:

- Fitting of metal-braided brake hosing is mandatory
- Non-standard linings.
- Deformation or removal of back plates.
- Additional brake ducting may be fitted connecting to holes designed originally to mount front fog lights but for the avoidance of doubt no additional or non-standard holes apertures slots louvres or vents can be created in any part of the bodywork.
- Discs and drums may be replaced by standard-pattern parts but may not be cross-drilled or grooved.
- The friction faces only of the discs may be reclaimed by simple machining maintaining a minimum disc thickness of 18.00 mm front, 7.00mm rear.

- The standard brake biasing valve/system must be retained and may be modified (to prevent rear brake locking) by the removal of the large external spring; it may not be replaced with any pressure-limiting valve or device.
- Brake pipes may be run inside the car.

2. Prohibited Modifications:

- An hydraulically-operated handbrake is not permitted in that it does not comply with MOT requirements.
- The use of discs which are grooved, cross-drilled, radially drilled or modified in any other way is not permitted except for the machining of the friction faces as specified in 5.11.1.
- No modification may be made to the non-friction area of the disc/bell.

5.12

WHEELS / STEERING

1. Permitted Options/Modifications:

Wheels must be standard Citroën Saxo VTR alloy wheels. Simple 'clean-up' machining/polishing and painting for refurbishment purposes only is permitted to the outer face of the wheel. No machining at all is permitted to any other part of the wheel. Wheels should be fitted with short tyre valves that do not extend beyond the rim.

Steering: The standard power-steering rack, pump and associated pipework and wiring may be removed and replaced with a non power-steering rack; this must be purchased via the Assistant Co-ordinator.

2. STEERING LOCK:

The standard steering column lock and ignition key must be removed and be replaced with an ignition on/off switch and a starter button within reach of the driver when seated and belted in.

3. Prohibited Options/Modifications:

Any other options or modifications are prohibited.

4. **Construction & Materials:** Not applicable; standard 14" x 7" wheels must used.

5.13

TYRES

1. Specifications:

- **Yokohama A048 - Size 185/60 x 14"**
- Tyres must be road-legal in every respect including tread depth and must comply at all times including post race scrutineering.
- The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.
- No alteration to the tyre from the manufacturer's specification is permitted.
- Re-cutting, re-grooving or in any other way modifying the tread pattern is not permitted.
- All the manufacturer's data must be clearly visible. Buffing of sidewalls to remove data is prohibited.
- **Restricted to 8 tyres at the first meeting (4 dries and 4 wets) and thereafter 2 new tyres per meeting.**

2. Nominated Manufacturers:

Yokohama is the nominated manufacturer **and tyres must be purchased and barcoded for the championship from Polleysport.** The Organisers reserve the right to require proof of purchase/supply.

5.14

VEHICLE WEIGHT:

1. A minimum weight excluding driver with no additional ballast in the car, is 830kg. The minimum weight including driver and race overalls, helmet etc. is 920kgs which may be achieved by the addition of ballast.
2. Units of ballast are to be strong and unitary blocks, fixed by means of tools with the possibility of affixing seals by scrutineers. Any ballast required must be attached to the shell on the inside of the car to the front or rear passenger floor via at least 4 mounting points using bolts with a diameter of 8mm; there must be steel 'washers' of at least 400 sq mm surface area and 3mm thickness between the bolt head and the underside of the floor and between the top of the ballast weights and the retaining nuts.
3. When the car is scrutineered at its first race of the season, it should be presented without ballast, ballast mounting 'washers' or mounting bolts. It will be weighed to ensure that it complies with the minimum weight of 830kgs. The ballast, along with counter-plates and mounting bolts will then be fitted, in the presence of the scrutineer or his nominee, by the driver/entrant and the car will be weighed with driver and their full race kit (overalls, helmet etc.) to ensure compliance with the minimum combined weight of 920kgs. Once that has been done, the ballast will be sealed in place by the scrutineer. Removal of or tampering with any of these seals is prohibited without the prior written consent of the Organisers or the Championship eligibility scrutineer. Random checks will be made of these seals during the season. If at any time seals are found to be missing, broken or have been tampered with, the car will be considered to be ineligible and the competitor will be excluded from the results of all races up to that point. Checks may be carried out after qualifying or race.
4. Following a race, the driver must remain available with the car under Parc Fermé conditions until released by Scrutineers, in order to ensure weighing is completed with the minimum of delay. Drivers who are required for post race prize giving and / or media interviews, and who are directed from Parc Fermé by an official of the meeting, are permitted to leave Parc Fermé accompanied by their responsible adult, although must return to their car after such events have taken place to ensure scrutineering is completed.
5. If a car loses a part during qualifying or a race, the weight of that part may be taken into account during eligibility checks. Following consultation with the championship organisers, the Championship Eligibility Scrutineer will determine whether any lost part should be taken into account.
6. There is no allowance for topping-up of any fluids. If any vehicle is underweight when checked, penalties as per 4.1 of these regulations will be applied.

5.15

FUEL TANK / FUEL

1. Types:

The only permitted fuel tank is that specified in 5.3 (e). The standard tank must be removed.

2. Location and fitment:

The fuel tank must be located as per the diagram in Appendix 6.3. Fuel lines must be in accordance with MSA regulation **J5.13** and a drain to the outside of the vehicle, in accordance with MSA regulation **J5.13**, must be incorporated. No seal is required between the lid and the tank housing. The fuel breather pipe should be routed through the boot floor to the rear of the tank. The standard fuel tank pipework may be removed.

3. Fuel:

The Organisers reserve the right to introduce a mandatory Championship control fuel during the course of the Championship. Until such notification is given by bulletin only petrol as defined in Section B Nomenclature & Definitions, Pump Fuel section of the MSA Yearbook for the current year and complying with BSEN228 may be used; fuel which exceeds the stated RON (max) levels in Appendix 1 of Section B Nomenclature & Definitions is prohibited even if it is sold/promoted as being legal for UK Competition and/or obtainable from 'roadside' pumps. The use of additives by competitors which boost the octane rating (RON) in any petrol is prohibited. At the end of practice and the race at least 3 litres of petrol from the tank of the competing car must be available

to the scrutineers for analysis. Compliance with minimum weight for the car will be taken before the petrol is removed.

5.16

SILENCING:

All vehicles must comply with the relevant maximum noise limits set out in MSA Blue Book section J, **Appendix 1, Chart 5.18.**

5.17

NUMBERS & CHAMPIONSHIP DECALS

Positions: Generally refer to Section 6 (Appendices) below and note that Race numbers must only be displayed on each rear side window (Helvetica Condensed Ex Bold 243mm high) and windscreen of the vehicle (150mm high) in accordance with Q11.4 ~~alongside the cockpit/driver and as far forward on the front of the vehicle as possible.~~ Championship decals (where applicable) must be affixed in or near the positions detailed by the Organisers. BARC and Championship decals must take preference to all other decals. Failure to comply will render the vehicle and driver ineligible to race.

Suppliers: Championship and BARC decals will be available no later than at the first championship race in which the vehicle is entered.

5.18

ADDITIONAL TECHNICAL INFORMATION

In addition to Q19.1.3, it is strongly recommended that all cars must, wherever possible, be equipped with two front and two rear towing eyes positioned equally either side of the longitudinal centre-line. They must be clearly visible, marked with an arrow and the word "tow" and the wire painted in yellow, red or orange to contrast with the vehicle colour scheme.

The towing eyes must be made of at least 6mm diameter steel wire rope with a 6x19 wire core, each which must have a breaking-strain of at least 2 tons. Each towing eye must allow the passage of a cylinder with a diameter of 60 mm, situated 25mm forward of the adjacent bodywork - 100 mm above and below this hole must retain clearance to enable the recovery crews to attach straps and shackles.

The towing eye must be fixed to a structural part of the chassis with a minimum of M12 fixings, the inner part must be flexible in order for the towing eye to be retracted inside the bodywork profile. A "pull-cord" must be attached to the towing eye to enable the marshals to access the wire loop. The end attached to the chassis may be either 'thimble' or 'open-loop' style.

ENGINE & GEARBOX SEALING AND OUTPUT TESTING – Also refer to sections 5.1, 5.7 and 5.9 above

SEALING

Engines and gearboxes must always be sealed when presented for pre-event scrutiny and remain sealed throughout all official testing and all competitive use.

Basic maintenance of the engine will be possible without disturbing any of the seals.

Before the competitive element of the first Championship event the engine & gearbox fitted in the car presented must be sealed by **an MSA Licenced Scrutineer**. Engines and gearboxes which are fitted with unbroken seals from the previous season do not need re-sealing.

The Championship Eligibility Scrutineer will note all seal numbers at the first event that the vehicle competes in and will check numbers on a regular basis.

The removal of or tampering with any of these seals is prohibited without the prior written consent of the Organisers or the Championship Eligibility Scrutineer.

Random checks will be made during the season and if at any time seals are found to be missing, broken or have been tampered with **or changed without permission the engine and/or gearbox will be considered to be ineligible and the competitor will be excluded from the results of all races up to the point that the issue was noted.** The matter may also be referred to the Championship Stewards for further action.

Any inspections of a sealed engine or gearbox will be carried out under the control of an MSA Licensed Eligibility Scrutineer and measurements will be taken and recorded by them.

OUTPUT TESTING

At the first Championship Event and at any subsequent Event selected by the Organisers cars may prior to any competitive element be the subject of a dynamic rolling road test on the Championship mobile Rolling Road facility at the event. This will be conducted using the ECU as supplied by the Organisers at the Event. The data gathered will belong to the Organisers. The Organisers reserve the right to publish the results. If any car is considered to exhibit unexpected performance characteristics then it may be the subject of investigation by stripping and examination for the purposes of a declaration of conformity/non- conformity (**GR D.25.1.8 AND C.3.1, 3.2 and 3.4**).

6.

The following Commercial Regulations are “contractual” between the Entrant and / or Driver and the Organisers and / or Promoters and are not considered by MSA. Accordingly, the application of these Commercial Regulations by the Organisers and / or Promoters will not be subject to the Judicial processes of either the Championship Stewards and / or the MSA / MSC.

DECALS:

CHAMPIONSHIP DECALS and BARC shields to be fitted as advised by bulletin and generally shall be located / fitted as directed by the Commercial Rights Coordinator from time to time and noting in particular that front & rear number plates, front and rear windscreens and the sills ~~and above race number backgrounds on both doors~~ are not free to competitors.

Driver’s surname should be on rear side windows **and rear screen** in letters not more than 100mm

high. The remainder of the vehicle is free for advertising with the following provisos:

- No additional advertising is permitted on transparent surfaces of the car.
- The display must not be offensive.
- It should not interfere with the easy identification of the race numbers.
- Tobacco related advertising is prohibited.
- Advertising conflicting with the Championship / BARC and/or any of their sponsors is not permitted, **unless with written consent.**

PERMITTED DIMENSIONS AND OTHER CRITERIA

Bore: 78.5 to 78.518 mm		Stroke: 82mm		The minimum Cylinder Head thickness (excluding gasket) is 110.15 mm.			
Final Drive	17/61	Gears	1 st – 12/41	2 nd – 20/39	3 rd – 28/38 or	4 th – 37/39	5 th – 41/35
Rear anti roll bar diameter		22mm		Front anti roll bar diameter		22mm	
Cylinder block must be casting:		NFZ		Minimum block height: 265.13mm			
Front camber	3.0 max negative for the camber of both sides added together. Maximum for any one side 2.0° negative			Rear camber	1°0' ± 20' negative	Rear toe in	1.49 to 6.39mm
Disc diameter	Front 247 mm maximum.		Rear 248 mm maximum.				
Piston part number: 62863		Min bowl depth 0.058” across complete bowl			Min bowl diameter 2.58”		

Min head gasket thickness 1.6mm

Compulsory	Supplier
Championship Rollcage	Custom Cages - 01327 872855
Sealed GAZ dampers	GAZ Shocks - 01268 724585
Safety Fuel Tank	ATL - 01908 351700 or Fuel Safe - 01527 521050
Yokohama AO48 tyres	Polleysport – 01354 688111
Options	
Alloy Fabricated Tank Support	Ferguson Motorsport - 07805 808141

7. CONTACTS

Race Organising Club and Other Contacts:

BARC
Thrupton Circuit, Andover, Hampshire SP11 8PN
Tel: 01264 882200
Fax: 01264 882233

Co-ordinator: David Wheadon
BARC, Thrupton Circuit, Andover, Hampshire. SP11 8PN
Tel: 01264 882209
Fax: 01264 882233
E mail: dwheadon@barc.net

Eligibility Scrutineer: Steve Wood
Tel: 01482 899852
E mail: stevewood26@live.co.uk

Junior Saloon Car Championship Ltd. Co. No.: 04750480
Ashton House, Ashton Lane, Sale, Manchester, M33 6WT
Assistant Co-ordinator: David Beecroft
E mail: davidbeecroft@icloud.com

8. Race 'n' respect

THE RACING CODE

Volunteer Officials' & Organisers Commitments:

I will:

Recognise that there are different groups within the racing family and treat them appropriately

Create a welcoming, friendly and safe environment for everyone

Treat every competitor fairly and encourage others to do so

Recognise that as a representative of the sport, I have a duty to be polite and treat racers, volunteers and supporters with respect

Parents & Guardians Commitments:

I will:

Encourage my young driver to have fun and enjoy racing

Not put pressure on my young driver to take part

Not impose my own ambitions on my young driver

Not expect my young driver to win and recognise that the benefits of junior racing lie in the skill acquisition and not about winning events and championships

Not criticise my young driver when they make mistakes

Never encourage my young driver to break or bend the rules

Respect other competitors and their families and applaud their success

Respect the decisions of the officials at all times

Parent's & Guardian's Commitments

COMPETITORS' Commitments:

I will:

Race for enjoyment

Try my best at all times

Race fairly

Be polite and treat everyone with respect

Not show off if I win

Not get upset if I don't win

Teams' Commitments:

We:

Accept that racing is primarily about enjoyment

Will not put pressure on young racers to achieve results

Will recognise that junior racing is about skill acquisition, not about winning events and championships

Will never speak or behave inappropriately.

Will encourage all racers to respect the rules and the authority of the officials

Will never encourage a racer to break or bend the rules, nor to drive in a manner that could cause injury to themselves or others

Recognise this is not Formula 1

www.msauk.org/respect