

Arrowpak Saloon & Sports Car Championship Regulations

Issued by BRSCC: 28th March 2014

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2014 Arrowpak Saloon & Sports Car Championship Regulations



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A championship for Saloon & Sports Cars with classes for
Modified, Production Modified and Production Vehicles

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1 SPORTING REGULATIONS – GENERAL

1.1 Title and Jurisdiction

The Arrowpak Saloon & Sports Car Championship is organised and administrated by the British Racing And Sports Car Club (BRSCC) in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

MSA Championship Permit No: **CH2014/R056**

Race Status: **National B**

MSA Championship Grade: **C**

The BRSCC reserve the right to amend or vary the sporting regulations in accordance with MSA Regulation [D 11.1.3] at any time before or during the championship and further issue additional statements concerning the regulations from time to time' subject to MSA approval, and all such statements will be issued by championship bulletin to the MSA and to all registered competitors by email or by post to the address detailed on the registration form, or by delivery to the competitor by hand. It is a condition of entry into the championship that all competitors, teams, team members and persons associated with any of the above agree to be bound by the regulations including any amendments, variations or statements relating thereto.

1.2 Officials

1.2.1 Co-ordinator

Sara Pryce
16 Whitworth Way
Wilstead
Bedfordshire
MK45 3DX
Tel: 01234 741 462
Mobile: 07880 794 201
Email: Sara.pryce@btopenworld.com

Eligibility Scrutineer

Kevin Lewis
57 Newton Road,
Twerton,
BATH,
BA2 1RW
Mobile : 07738 628451
Tel: 01179 363660
Email:- kev_lewis@btinternet.com

1.2.2 Championship Stewards

B Armstrong, D Wells, R Smith & D Walton

Any three Championship Stewards will constitute a quorum. In the event of any of the Championship Stewards listed above being 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 to be necessary, more than one alternative Championship Steward.

1.3 Competitor Eligibility

1.3.1 Entrants must be fully paid up valid membership card holding members of the BRSCC and in possession of a valid 2014 Entrants Licence

1.3.2 Drivers and Entrant Drivers must be fully paid up valid membership card holding racing members of the BRSCC, be registered for the Championship and be in possession of a valid MSA Competition (Racing) National (B) or above licences or be a professional driver in possession of a valid Licence (featuring an E.U. flag) and medical, issued by the ASN of a member country of the European Union.

A competitor shall not take time off school to participate in motor sport without the prior written approval of their school. If participation in the Championship requires absence from school, Drivers in full time school education are required to have the approval of their head teacher and a letter stating such approval from his/her school in order to fulfil registration for the Championship.

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

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- 1.3.4 Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout qualifying and racing.

1.4 Registration

- 1.4.1 Acceptance of registration is at the discretion of the Organisers. All drivers must register as competitors for the Championship by returning the Registration Form with the Registration Fee to the Championship Co-ordinator prior to the final closing date for the first round being entered. On receipt of the registration form and fee the organisers will issue confirmation of your invitation to compete in the 2014 Championship.

Should the driver change cars during the season, the new car details must be submitted to the coordinator for approval prior to the next event.

- 1.4.2 The Registration Fee for the complete season is £125 per driver.

An individual race may be entered for a temporary Registration Fee of £25 per race. This can only be done once per season.

Competitors entering the Championship on a one off basis must ensure that their vehicles are eligible within the class structure (see 5.2)

Cheques for registration should be made payable to Eurosaloons.

- 1.4.3 Registration will be accepted from 1st January 2014 until the closing date for the final round of the championship.

- 1.4.4 Upon registration permanent competition numbers for the championship will be issued. For the current season the number one will be issued to the previous year's championship winning driver. This number is not transferable and should that winning driver not enter for the current year this number will not be issued.

- 1.4.5 Two drivers may register to drive the same car during the championship but points and prize money for each race will only be awarded to the driver competing in each race.

A driver may register to drive more than one car during the championship. [See 1.4.2] Providing they are in the same class then any points accrued will add to the driver's cumulative total. Points accrued in different classes will not be carried forward to the driver's cumulative total but will be shown as separate scores within each class.

1.5. Championship Rounds

- 1.5.1 The 2014 Championship will be held at the following venues:

Round	Date	Venue	Licence Status	Club
1 & 2	6 April	Silverstone	Nat B	BRSCC
3 & 4	17/18 May	Rockingham	Nat B	BRSCC
5 & 6	31 May	Oulton Park	Nat B	BRSCC
7 & 8	14/15 June	Brands Hatch	Nat B	BRSCC
9 & 10	12/13 July	Snetterton	Nat B	BRSCC
11 & 12	9/10 August	Anglesey	Nat B	BRSCC
13 & 14	20 September	Cadwell Park	Nat B	BRSCC
15 & 16	18/19 October	Silverstone	Nat B	BRSCC

1.6 Scoring

Double-Header races will score full points for each race.

- 1.6.1 Points will be awarded to Competitors listed as classified race finishers. Points are per class
20 - 18 - 16 - 14 - 12 - 10 - 8 - 6 - 4 - 2.

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In addition 2 points will be awarded to the driver setting the fastest race lap in each class.

If a competitor is the sole race starter for that class then no points will be awarded for fastest race lap.

For maximum points to be scored in the race there must be four or more starters in the class. Otherwise, points will be scored as follows:

3 Starters:- 18 - 16 - 14.

2 Starters:- 16- 14.

1 Starter:- 12

At any one round during the championship competitors may play their "Joker" and compete for double points (including those awarded for fastest race lap). Competitors should notify the co-ordinator **or in their absence the Secretary of the Meeting** of their intention to play a "Joker" at least 30 minutes prior to the start of the race.

Boards signifying the deployment of the "Joker" will be displayed in the assembly area or on the starting grid whenever possible.

For "Double Header" meetings the qualifying session will determine the grid position for the first race. Grid position for the second race will be determined by the finishing position in the first race. Competitors who intend to play their "Joker" at "Double Header" meetings which fall in to this category should nominate whether it applies to the first or second race and their double points for the meeting will be calculated according to nominated race performance (including any points awarded for fastest nominated race lap). If Jokers are not deployed during the season they will automatically be applied to any points scored by competitors taking part in the final race of the year.

1.6.2 The totals from all championship rounds held, less 2 rounds, will determine final championship points and positions - unless subject to the application of MSA Regulation [C 3.5.1 (a) & (c)]. Drivers excluded from results for sporting/technical infringements may not use that (those) event(s) as discarded rounds for the purpose of overall championship placings.

1.6.3 Ties will be resolved according to [W 1.3.4] of the current MSA Yearbook.

1.6.4 If a competitor is the sole race starter in a class then no points will be awarded for fastest race lap. If a competitor is the sole race starter in a class then the joker does not operate.

1.7 Awards

1.7.1 All awards are to be provided by: Arrowpak saloons

1.7.2 Per Round

Awards: To Class Winners, Second and Third placed drivers subject to the number of starters:

Four or more starters per class: 1st 2nd & 3rd

Three starters per class 1st & 2nd

Two starters per class: 1st

1.7.3 Championship

Trophies: To Overall Winner and other Class winners, Second and Third placed drivers in each class (subject to having entered at least five rounds).

1.7.4 Bonuses

The Organisers reserve the right to provide additional awards for and during the championship.

1.7.5 Presentations

Races: Garlands and Trophies are to be provided for presentation at the end of each race. Championship: The Trophies will be presented at an organised function.

1.7.6 Entertainment Tax Liability

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In accordance with current Government Legislation, the Organisers of every round are legally obliged to withhold tax at the current basic rate on all payments to non-UK resident sportsmen/sportswomen and account to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsmen/women. That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Isles or Eire.

This means that the Organisers of every round are required to deduct tax at the relevant rate, from such payments they may make to non-UK residents. Under certain circumstances, it is possible for competitors to enter into an agreement with the Inland Revenue to limit tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before their payment is due.

For further information contact: - HMRC Personal Tax International, Foreign Entertainers Unit, St Johns House, Merton Road, Liverpool L75 1BB. Tel: (0151) 472 6488 Fax: (0151) 472 6483

1.7.7 **Title To All Trophies**

In the event of any provisional results or championship tables being revised after any presentations and such revisions affect the distribution of any awards; the competitors concerned must return such awards to the BRSCC in good condition within 7 days of official notification.

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2. SPORTING REGULATIONS - JUDICIAL PROCEDURES

2.1 Rounds

In accordance with Section C of the current MSA Yearbook

2.2 Championship

In accordance with Section C of the current MSA Yearbook.

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3. SPORTING REGULATIONS CHAMPIONSHIP RACE MEETINGS & RACE PROCEDURES

3.1 Entries

- 3.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry closing date, which shall be 14 days before every round.
- 3.1.2 Incorrect or incomplete entries (including driver to be nominated entries) are to be held in abeyance until they are complete and correct. The date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Meeting receives the missing or corrected information or fee.
- 3.1.3 Any withdrawal of Entry or Driver / Car changes made after the acceptance of any entry must be notified to the Secretary of the Meeting in writing. If Driver / Vehicle changes are made after publication of Entry Lists with Final Instructions the competitor concerned must apply for approval of acceptance by the stewards of the meeting before signing on.
- 3.1.4 The Maximum entry fee for every round shall be as stipulated in the Supplementary Regulations plus any late entry surcharge imposed by the club.
- 3.1.5 In the event of any rounds being oversubscribed the Organising Clubs in liaison with the co-ordinator / promoter may at their discretion run Qualification Races. For Qualification Race procedures see 3.13 of these regulations.
- 3.1.6 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 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 Areas" they will be placed at the rear of the Grid and be started without any time delay. Otherwise, they will be held in the Pit lane and be released to start the race after the last car to start the GREEN FLAG LAP or last car to take the start has passed the start line or pit lane exit, whichever is the later. Such approval to start MUST be obtained from the Clerk of the Course.

3.2 Briefings

Organisers will notify competitors of the times and locations for all briefings in the Final Instructions for all meetings, competitors must attend all briefings. There will be mandatory driver briefings at all rounds.

3.3 Practice

- 3.3.1 The minimum period of practice to be 15 minutes. 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. Section [Q 4.5] to [Q 4.5.5] applies
- 3.3.3 Should the need arise to stop practice, RED LIGHTS will be switched on at the Start Line and at all Signalling Points around the circuit in conjunction with Red Flags. This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and return to the pit lane unless directed by officials not to do so.

3.4 Qualification

Each driver should complete a minimum of 3 laps practice in the car to be raced and in the correct session in order to qualify for selection and order of precedence as set out in the MSA regulations Section [Q 4.5]. The Clerk of the Course and or Stewards of the meeting shall have the right to exclude any driver whose practice times or racing are considered unsatisfactory as per MSA Regulation Section [Q 4.5.3].

3.5 Races

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- 3.5.1 The standard minimum scheduled race duration should be 20 mins, 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. The procedure for qualification races is specified in 3.13

3.6 Starts

- 3.6.1 All race start countdowns are to have a minimum elapsed period of 3 minutes from the time all cars are released to form up the grid to the start of the Green Flag lap(s) / Rolling Lap(s) in the formation as specified on the Track Licence for the Circuit.

3.6.2. Rolling Starts

The minimum countdown procedures/audible warning sequence shall be:

Rolling Starts: 2 x 2 Grid formation

1 minute to start of **Formation** Lap - Start Engines/Clear Grid.

30 Seconds - Visible and audible warnings for the start of the **Formation** Lap.

- 3.6.3 Towards the end of the **Formation** Lap(s) the **Lead** Car will leave the circuit after extinguishing its roof lights indicating a start is imminent. The grid will continue at a similar speed on the approach to the start line. All cars will start racing when the red start light(s) are extinguished. In the event that the starting light(s) fail the Starter will revert to using the National Flag.

- 3.6.4 Any cars removed from the grid after the 1-minute stage or driven into the pits on the **Formation** lap 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.

- 3.6.5 Any drivers unable to start the **Formation** lap or start are required to indicate their situation as per MSA Regulation Section [Q 12.13.2]. Any drivers unable to maintain grid positions on the **Formation** lap to the extent that all other cars are ahead of them may complete the **Formation** lap. 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.

3.6.6 Aborted Start

If the start is aborted prior to the **Lead** Car pulling off, the **Lead** Car will not extinguish his roof lights and will continue to lead the field around the circuit for an additional lap and a new start will be attempted. The race will not start until the **Lead** Car pulls off the circuit, the signal to start will not be given, and the start lights may remain at red. When this signal is given, all cars should exercise extreme caution and return slowly round the circuit maintaining their original grid positions stopping on the grid. The race start countdown procedure will then be repeated from the one-minute countdown point. At the discretion of the Clerk of the Course, the race distance may be reduced accordingly.

3.7 Race Stops

- 3.7.1 Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Start Line and RED FLAGS will be displayed at the start line and at all Marshals Signalling Points around the circuit.

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the starting grid area, which will automatically become a Parc Fermé area.

Cars may not enter the pits unless directed to do so. Work on cars already in the pits must cease when a race is stopped.

3.7.2 Case A – Less than two laps completed by the 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.

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3.7.3 Case B – More than two laps completed by the race leader but less than 75% of the scheduled distance
The race will restart from a grid set out by the finishing order of part one (as per [Q 5.4.2]) The result of the race will be the finishing order of part two. The length of the restarted race will be determined by the Clerk of the Course.

3.7.4 Case C - More than 75% of race completed
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 General Regulations [Q 5.4.3], 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 Pit Lane Safety

3.9.1 Pits
Entrants must ensure that the MSA, circuit management and organising club safety regulations are complied with at all times.

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

3.9.3 Refuelling
May only be carried out in accordance with the MSA Regulations Sections [Q 13], circuit management regulations and SR's or final instructions.

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 pit lane.

3.11 Results

All practice timesheets, grids, race results are deemed provisional until all vehicles are released by scrutineers after post practice/race scrutineering and/or after completion of any judicial or technical procedures.

3.12 Timing Modules

3.12.1 All competitors will be required to fit electronic self identification modules to their cars for the purposes of accurate timing. 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 modules must be in place and functioning correctly for all championship qualifying practice sessions and races. The setting and servicing of these items must only be carried out by properly authorised MSA licensed timekeepers. Competitors will be charged by the timing company for replacement of the modules due to misuse or loss at any time during the season.

3.12.2 Competitors may not place electronic timing equipment within five metres of the official start, finish or any other official timing lines at any event or test session/day. Any such equipment placed within these zones will be removed.

3.13 Qualification Races

In the event of the need for any qualification races, the procedures will be as published in the final instructions for the events concerned.

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3.14 Operation Of Safety Car

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

3.15 In Car Camera

All cars must have fitted at the least one in car camera positioned to show the track ahead of the vehicle, the driver and the dashboard displaying the drivers race number. The unit must be switched on and be recording at all times when the car is on track during any official free practice, qualification session and race. The onus is on the competitor to ensure that the unit battery is charged and camera switched on to record during the above mentioned sessions. The SD card may be requested by the organisers or race officials for any purpose and the recorded footage copied for use in broadcast or any other area deemed appropriate by the championship organiser. Failure to comply when footage is requested by the clerk of the course for judicial purposes will result in the following penalties **being issued by the Clerk of the Course**. First offence, 1st yellow card warning issued; 2nd offence, 2nd yellow card and final warning is issued; 3rd offence 10 championship points deducted and for any further infringement an additional 10 championship points will be deducted.

Cameras should be capable of producing full HD video format for television usage. The SD card must be marked AES followed by the competitors race number.

4 CHAMPIONSHIP RACE PENALTIES

4.1 Infringements of Technical Regulations

4.1.1 Arising from post practice scrutineering or judicial action.

Minimum penalty: The provisions of MSA Regulation Section [C 3.3].

4.1.2 Arising from post race scrutineering or judicial action:

Minimum penalty: The provisions of MSA Regulations Section [C 3.5.1 (a) & (b)].

For infringement 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 Section [C 3.5.1 (c)].

4.2 Infringements Of Non-Technical MSA Regulations and the Sporting Regulations Issued for the Championship

4.2(a) The Clerk of the Course reserves the right to impose a 'Stop-Go Penalty/Drive Through Penalty' in accordance with MSA Regulation [Q 12.6].

4.2.1 As per current MSA Judicial Procedure Regulations.

4.2.2 Additional Specific Championship Penalties

Single Qualifying Session, Single Race.

At any meeting, event, official qualifying or race, where any competitor shall be found guilty of any of the following offences, they shall forfeit all points in the championship gained solely at that event to that point during the event and shall be ineligible to score any points for the remainder of that event.

Multiple Qualifying/Multiple Race.

In the case of double header races or multi-races, where an offence below is committed during any qualifying session(s) or the first race, then points gained for the qualifying session(s) and the first race will be forfeited. Where an offence occurs during any subsequent race then the points solely gained for that race shall be forfeit.

Should two separate offences be committed, then all points shall be forfeited for that whole event, irrespective of the timing of the offence committed at that event. Where a "double header" event takes place at the same venue over a weekend and is conducted as two separate race days then this regulation shall only apply to each day individually.

The offence is;

a) Reckless or dangerous driving in the course of a meeting - MSA Regulation [C 1.1.5].

4.2.3 In order to maintain standards of conduct, the Championship Coordinator will monitor all Officials/Observers reports of adverse behaviour at race meetings. If any individual is included on such reports during one racing season he will receive written warning from the **Organisers** that his driving/behaviour is to be specifically observed at future race meetings. Any adverse reports during this period of observation could result in a Championship Stewards' enquiry, with possible loss of Championship points and refusal of further race entries.

4.2.4 **Grid Position 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.

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For a driver who has already received a penalty during the course of a season, any subsequent penalty WILL have a championship penalty applied. Where a championship penalty has previously been applied, the severity will be increased

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5. TECHNICAL REGULATIONS

5.1 Introduction

The following technical regulations are set out in accordance with the MSA specified format and it should be clearly understood that if the following texts do not clearly specify that you can do it you should work on the principle that you cannot.

5.2 General Description

5.2.1 The Arrowpak Saloon & Sports Car Championship is for competitors participating in series production or production based saloon and sports cars manufactured or sold in the European Union. All marques or brands either manufactured or sold in the European Union are eligible. Body styles permitted include saloon, estate, coupe, hatchback, convertible, GT.

All competition cars should be based on production versions, and at least one example of the car to be raced must have been registered for road use. For low volume vehicles it is the responsibility of the competitor to supply evidence of such registration. Vehicles must comply with MSA General Technical Regulations contained within sections C, H, J, K, L & Q of the current MSA Yearbook.

Specifically excluded are lightweight open sports cars such as those marketed by Caterham, Westfield, Mallock, Jade and Radical and any vehicle which is not of a conventional steel monocoque construction utilising an engine that was originally fitted to a motorcycle. Also excluded are prototype sports cars of which there are no production or road going derivatives.

In addition the following vehicles are excluded :

- Any individual car currently registered for a European national or FIA international GT championship
- Stealth B6, Prosport LM3000, Mosler MT900, Saker

Motorcycle derived engines may be fitted to vehicles constructed from a conventional steel monocoque (such as Mini, Fiat Cinquecento, Fiat Panda). Motorcycle engines may not be fitted to any vehicle constructed using a space frame chassis or composite monocoque. Acceptable motorcycle engined vehicles will compete in Class A.

Ex factory competition vehicles (for the purposes of these regulations these are defined as individual vehicles constructed by original equipment manufacturers or professional race teams that initially competed in International events with classifications such as Super touring, BTCC, WTCC, ETCC, GT2, GT3, GT4, NGT, V8 Supercars etc) will compete in the modified classes. It is prohibited to attach any form of embellishments to the wheel unless they are an integral part of the wheel MSA Regulation [J 5.8].

The Arrowpak Saloon & Sports Car Championship is designed to provide a home for a wide variety of existing and purpose built competition machinery. The championship has five classes which consist of a mixture of vehicles built to the technical requirements, sorted according to engine cubic capacity.

The Championship will be run in classes as follows :

Class **A1/A2** Mid and front engined two seater sports or GT cars over 3000cc or with forced induction, Escort & Sierra Cosworth 4wd, Mitsubishi Evo 4wd, Subaru Impreza 4wd, Nissan Skyline 4wd, FIA classified cars *

Class A1 As above for Sports cars as defined by the MSA blue book

Class A2 As above for Saloon Cars

Class B Touring cars**, 2007 onwards model year Seat Cupra challenge cars, over 3500cc

Class C **2000cc** to 3500cc, Mid and front engined two seaters 1600cc to 3000cc normally aspirated

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Class D Up to 2000cc, Mid and front engined two seaters up to 1600cc,

Class F Invitation class catering for vehicles outside of these technical regulations, noting that entry to this class is at the discretion of the organising club. All cars in this class must comply with 5.3 of these regulations). Any guest drivers on one off registration

- * FIA classified cars are defined for the purpose of these regulations as all cars that have competed previously in an international event sanctioned by the FIA and been classified as GT2, NGT, GT3, GTC, WRC, V8 Supercars. Specifically excluded are GT1 classified cars which are not eligible for this championship as well as certain other vehicles as defined in 5.2.1
- **For the purposes of these regulations touring cars are defined as vehicles that originally competed in the BTCC, ETCC, WTCC or other European National touring car championship. Vehicles competing in this class must comply with the technical regulations applicable to the championship that the car first raced in (subject to current MSA safety regulations). If the vehicle has been modified such that it no longer complies with those regulations it shall be assumed to match the technical specification of a Modified or Production modified car and will be classified accordingly. It is the responsibility of the entrant to supply regulations (as applicable to the championship that the car first raced in) to the organisers if required.
- For vehicles that meet the definition of class B Touring cars** and 2007 onwards model year Seat Cupra challenge cars, but have subsequently been modified such that they no longer comply with the technical regulations applicable to the championship that the car first raced in (subject to current MSA safety regulations), then they shall be classified as Class B.
- All mid engined two seater cars will be assumed to comply with regulations applicable to Modified cars and will be classified accordingly. A mid engined car is defined as any rear engined vehicle where the centre of mass of the engine is located forward of the rear axle centre line. A two seater is defined as any vehicle originally constructed with seating positions and seat belt anchorages for driver and front seat passenger only.
- Any car/driver proving excessively out of place in class can be moved up for future years by decision of the Organiser.

5.2.2 Examination Of Vehicles

The organisers (in addition to any other powers they may have under these regulations) reserve the right before or after any race in the championship / series to designate any one or more of the competing cars for special eligibility scrutineering. Upon such selection being made the competitor shall immediately place the car under the control of the organisers and be deemed to have permitted all such scrutineering, examination and testing as the organisers may responsibly require to undertake. The organisers have the right to :

Examine the car at the circuit for such period as they may reasonably require and take fuel samples.

Retain the car for detailed examination at premises chosen by the organisers. If the organisers elect to retain the car they shall make it available for collection by the competitor at least seven days prior to the qualification session for the next race in the championship / series unless the car is found to be in breach of these regulations.

Seal the car and its components in such a manner as they may choose and require the competitor at their own expense to present the car at any other premises chosen by the organisers for detailed examination within a specified period and / or remove the car by transporter at no expense to the competitor to an appointed location. The competitor will be advised in writing of the time, date and location of the subsequent testing or eligibility examination.

The overseen stripping of the engine or any required component will be undertaken by the competitor and / or mechanic / technician nominated by the competitor.

The organisers reserve the right to re-inspect vehicles at any time during the course of the season, should there have been a regulation infringement or circuit incident.

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Competitors will be personally and solely responsible for ensuring that their cars comply with their registration details and with these regulations for each event at which they are entered. Failure to comply in either respect will be a breach of these regulations. Queries concerning eligibility should be referred in writing to the organisers / championship / series Eligibility Scrutineer at least seven days prior to an event entered, to permit a ruling in advance of any meeting at which it is intended to compete.

Tests to establish the power output of any car may be carried out by the organisers or their representatives. Such power testing will be carried out using rolling dynamometer equipment.

5.3 Safety Requirements

5.3.1 The following articles of MSA Section K safety criteria regulations will apply:

[K 2] Seat Belts. Be fitted with currently FIA Homologated safety harness

[K 3] Fire extinguisher. Minimum MSA Yearbook. [K 3.1.2 (b)],

[K 5]

[K 6] Tank fillers, vents and caps.

[K 8] External circuit breaker.

[K 9] Overalls.

[K 10] Crash Helmets.

[K 11] Visors.

[K 12]

[K 13] Head restraints as a minimum. These requirements may be exceeded.

[K 14]

Roll cages must comply with the minimum requirements as required by the current MSA blue book and may be welded to the body shell.

Drivers are reminded that fire extinguishers must not be disarmed in any Parc Fermé area without the specific permission of the Championship Eligibility Scrutineer.

5.4 GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS

5.5 Chassis

For monocoque based vehicles the chassis rails rearward of the engine compartment, sills, door surrounds and roof must remain standard in construction and material except where modifications are required to comply with MSA safety requirements. The floor pan, bulkhead, inner wings and transmission tunnel may be modified by the addition of material, removal of material, bending, beating or otherwise deforming, subject to the MSA technical regulations, specifically to allow increased clearance for exhaust systems, engines and related components and transmission assemblies.

Competitors are reminded that under MSA regulations, exhausts must exit outside the plan of the vehicle, rearwards of a line bisecting the wheel-base. If exhausts protrude beyond the bodywork, then they must be covered by a protecting shield to prevent burning. Exhaust systems may not pass through the bodywork. The front panel may be replaced with a suitable removable structure to facilitate quicker engine changes. The boot floor may be replaced by a suitable rigid fireproof material. Seam welding of the body shell is permitted.

5.6 Bodywork

5.6.1 Modifications Permitted

General

Free within the limitations

Interior

Free within the limitations

Exterior

Wing extensions must cover the wheels / tyres as specified by MSA technical regulations

Silhouette

The standard silhouette in side elevation must not be altered above the axle centre line, however the addition of bonnet bulges and aerodynamic devices such as roof and front / rear spoilers (or air foils) is permitted, as long as no part of these bonnet bulges are aerodynamic devices, extend above roof height nor wider than the body width not including wheel arch extensions.

Ground Clearance

Cars must retain a minimum ground clearance of 4cm. No part of the car may touch the ground with one tyre deflated

5.6.2 Modifications Prohibited

Not applicable

5.7 Engines

5.7.1 Permitted Modifications

Engine modifications are unrestricted. Alternative engines which originate from a different manufacturer to the car may be fitted (subject to the limitations of Regulation 5.5 CHASSIS and the MSA technical regulations). Dry sump lubrication is permitted.

Turbo-charging and super-charging is permitted and will incur an engine capacity equivalence factor of 1.4.

Normally aspirated or forced induction diesel engines may be fitted (subject to the limitations of Regulation 5.5 CHASSIS and the MSA technical regulations). In the case of diesel engines only the turbo-charging and super-charging engine equivalence factor will not apply, and modified vehicles fitted with diesel engines will compete in Class C irrespective of actual engine capacity.

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- 5.7.2 **Prohibited Modifications**
Not applicable
- 5.7.3 **Location**
Changing the location and orientation (i.e. position in the car) of the engine is permitted subject to Regulation 5.5 CHASSIS.
- 5.7.4 **Cooling System**
Oil / Water Cooling both free.
- 5.7.5 **Induction System**
Free.
- 5.7.6 **Exhaust System**
Free within MSA technical regulations.
- 5.7.7 **Ignition System**
Free
- 5.7.8 **Fuel Delivery System**
Free
- 5.8 Suspension**
- 5.8.1 **Modifications Permitted**
Suspension modifications are unrestricted.
- 5.8.2 **Modifications Prohibited**
Not applicable
- 5.8.3 **Wheelbase And Track**
Free
- 5.9 Transmission**
- 5.9.1 **Modifications Permitted**
Transmissions may be subject to any modification. The location and type of the transmission, including rear axles, is free subject to Regulation 5.5 (M) Chassis.
- 5.9.2 **Modifications Prohibited**
Not applicable.
- 5.9.3 **Transmission And Drive Ratios**
Transmission and final drive ratios are free. Limited slip differentials may be fitted where not standard.
- 5.10 Electrics**
- 5.10.1 **Exterior Lighting**
At least one headlamp on each side must be in working order.
- 5.10.2 **Rear Fog Light**
A rear fog light must be fitted and must be in working order to [K 5].
- 5.10.3 **Batteries**
Battery location and type are free, provided that they comply with MSA Technical Regulation [J 5.14]
- 5.10.4 Generator must be fitted and in working order.
- 5.11 Brakes**

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5.11.1 Modifications Permitted

Braking systems are free within the requirements of MSA technical regulations.

5.11.2 Modifications Prohibited

Not Applicable

5.12 Wheels and Steering

5.12.1 Modifications Permitted

Wheels are unrestricted. Steering modifications are unrestricted.

5.12.2 Modifications Prohibited

Not applicable

5.12.3 Construction And Materials

Not applicable

5.12.4 Dimensions

Not applicable

5.13 Tyres

5.13.1 Specifications

Tyres are unrestricted.

5.13.2 Nominated Manufacturers

Not applicable.

5.13.3 The use of any heating / heat retention devices, tyre treatments and compounds is prohibited.

5.14 Minimum Weight Limit

The minimum vehicle weight is 600kg for cars with an engine capacity below 1500cc and 675kg for cars over 1500cc (as weighed at the end of a race or qualifying session excluding the driver)

5.15 Fuel Tank and Fuel

5.15.1 Type of Fuel Tank

A replacement fuel tank may be fitted, provided that the installation complies with MSA technical regulations

5.15.2 Location of The Fuel Tank

Any replacement tank must be fitted in the boot or in the original position and the original tank removed.

5.15.3 Fuel

All classes - as defined in section [MSA Regulations Section B, Nomenclature & Definitions (see Pump Fuel)].

5.16 Silencing

Silencing systems are free, provided that they comply with MSA Regulation [J 5.17] & [J 5.18].

5.17 Numbers and Championship Decals

5.17.1 Positions

Numbers as per MSA Regulations Section [J 4].

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5.17.2

Suppliers

BRSCC decals (which must be displayed on each side of the car in an un-obscured manner) are available at signing on at each BRSCC meeting.

6. APPENDICES

6.1 Race Organising Club and Contacts

The Following Commercial undertakings are not subject to the Judicial Procedures of either the Championship Stewards and/or the MSA/MSA.

6.1.1 Contact Details

Organisers

BRSCC H.Q.
Homesdale Business Centre
Platt Industrial Estate
Borough Green
Kent
TN15 8JL
www.brsc.co.uk
Telephone: 01732 780100

Championship Promoter

Eurosaloons
16 Whitworth Way
Wilstead
Beds
MK45 3DX

Co-ordinator/Championship Registration Secretary

Sara Pryce
16 Whitworth Way
Wilstead
Beds
MK45 3DX
Tel: 01234 741 462
Mobile: 07880 794 201
Email: Sara.pryce@btopenworld.com

Public Relations

Trevor Nicosia
Cornerways
Horsenden Lane
Horsenden
Princes Risborough
Bucks
HP27 9NE
Tel: 01844-273965 Mobile: 07860-306306
Email: Trevor@nyssa.ltd.uk

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6.2 Commercial Undertakings

6.2.1 Trade Support

The Organisers and / or Promoter reserve the right to negotiate and introduce supplementary competitor support agreements.

6.2.2 Advertising/Glass

- A The front upper windscreen must have the Championship sponsors visor decal attached, except for cars with low windscreens (which will not permit the 25cm vertical clearance as required by MSA Regulation [Q19.2.2] may attach the decal above the windscreen on the roof.
- B The rear side windows should only have the drivers' surname clearly displayed in simple bold type, the rear window may have the drivers name displayed as per MSA Regulation [Q19.2.2].
- C All other glass surfaces must remain clear and unobstructed by decals / advertising as per MSA Regulations [Q19.2.2].
- D All surfaces, which have not been claimed for stickers by the Championship, it's sponsors or used for the application of starting numbers, are free for use. The Championship Co-ordinator must approve conflicting sponsor's stickers in advance and the position, size and colours (if approved) will be at the discretion of the Championship Co-ordinator.

6.2.3 Vehicle Decals and Overall Patches

Overall patches issued for this Championship must be worn.

Positions

As per MSA competitor regulations J4.

Suppliers

Numbers are for sale and BRSCC decals (which must be displayed on each side of the car in an un-obscured manner) available at signing-on at each BRSCC meeting. The competitor is required to supply and fit a class identification letter (minimum height 3 inches, maximum 5 inches) alongside competition numbers. Championship decals must be displayed as notified to registered competitors by separate bulletin. Competitors not displaying Championship decals may have their registration with the Championship revoked.

6.2.4 Promotional Activities

Competitors will be expected to co-operate and participate in such activities if so requested.

Competitors are required to comply with any such regulations contained herein and maintain an acceptable standard of appearance and behaviour.

6.2.5 Vehicle Presentation

The presentation of the car is fundamental to the profile of the championship / series its sponsors and its audience. Therefore in considering whether to permit any car to race, and any point during the season, the organisers will regard as paramount the presentation of the car. In taking into account its appearance inherent in which is the standard of its presentation (including interior) they may exclude any car which they consider may prejudice the reputation of the championship / series or is otherwise unacceptable.

This will include where the car is presented at a race event bearing accident damage sustained at a previous event and which has not been subject to the completion of a full and proper repair. Note: A double header can be regarded as one event for the purposes of this regulation.

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ARROWPAK SALOON & SPORTS CAR CHAMPIONSHIP



PLEASE COMPLETE AND RETURN TO:

Registration Secretary : Arrowpak Saloons & Sports Cars,
16, Whitworth Way, Wilstead, Beds, MK45 3DX

Email: sara.pryce@btopenworld.com

NAME: _____

ADDRESS: _____

POSTCODE: _____

TELEPHONE NO'S: DAY: _____ EVE: _____

MOBILE: _____

EMAIL ADDRESS: _____

BRSCC MEMBERSHIP NO: _____ EXPIRES: _____

Please put YES if eligible for the Jim Mepham trophy (open to drivers over 50 years of age). _____

CLASS: _____ VEHICLE MAKE: _____

MODEL: _____ YEAR: _____

CAPACITY: _____ FORCED INDUCTION: YES OR NO _____

DECLARED KERB WEIGHT (kg) _____

Please indicate preferred race no. Priority given to previous registrations until 28/02/14

RACE NO: _____ TRANSPONDER NO: _____

Acceptance of registration to the Arrowpak Saloon & Sports Car Championship is provisional upon individual examination of your vehicle for compliance with the current Technical Regulations.

Any drivers found to be in breach of these regulations may have their registration suspended.

I enclose the registration fee of £125 per driver made payable to "Eurosaloons" (If you require a novice cross as part of your championship decal pack then please add £2) or bank transfer to Sort code 20-05-74 A/C No 83663981

One off race registration is available at £50.00 per event

I hereby agree to be bound by the rules of the Arrowpak Saloon & Sports Car Championship 2014. I confirm that I have read the technical requirements of the regulations and that my car complies with those requirements in respect of the class and category I have entered.

Driver Signature:.....

Date:.....