

BRSCC LMA Euro Saloon & Sports Car Championship Regulations 2009



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 & JURISDICTION

The 2009 BRSCC LMA Euro 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: **CHR2009/062**

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 **[A.29(c)]** 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:

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ELIGIBILITY SCRUTINEER

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Email:- Kev@forddriver.freeserve.co.uk

1.2.2 CHAMPIONSHIP STEWARDS

D Furlong, 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 in possession of a valid current MSA Entrants Licence, where applicable.

1.3.2

Drivers and Entrant Drivers must be fully paid up valid membership card holding 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.

1.3.3

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

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 BRSCC. 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 Italian Intermarque Racing Ltd will issue confirmation of your invitation to compete in the 2009 Championship.

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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 **£120** per driver [C(a).60]

An individual race may be entered for a temporary Registration Fee of £25 per race.

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 Italian Intermarque Racing Ltd.

1.4.3 Registration will be accepted from 1st January 2009.

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 years 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. Points and prize money for each race will only be awarded to the competing driver.

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 2009 Championship will be contested over 13 rounds and will at the following venues:

Events	Dates		DH	Venue	Licence Status	Club
1	April 4	April 5	XQ	Anglesey - Coastal & Intern	Nat B	BRSCC
2	May 4			Castle Combe	Nat B	CCRC
3	June 6	June 7	X	Donington	Nat B	BRSCC
4	June 27	June 28	X	Silverstone - National	Nat B	BRSCC
5	July 18	July 19		Rockingham	Nat B	BRSCC
6	August 15	August 16	X	Brands Hatch	Nat B	BRSCC
7	September 12			Oulton Park - International	Nat B	BRSCC
8	October 3	October 4		Lydden Hill	Nat B	BRSCC
9	October 24	October 25		Snetterton	Nat B	BRSCC

X = Double Header XQ = Double Header/Double Qualifying

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.

In addition 2 points will 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 his / her assistant of their intention to play a "Joker" at least 30 minutes prior to the start of the race.

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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 round will determine final championship points and positions - unless subject to the application of MSA Regulation [C(d).39 (a) and (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 [G.11] 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: LMA Eurosaloons

1.7.2 PER ROUND:

Awards: To Class winners, Second and Third placed drivers in each class 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:

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. 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: - The Inland Revenue, Foreign Entertainers Unit, centre for Non-residents, standard John's House, Merton Road, Merseyside L69 9BB. Tel: 0151-472 6488

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.

2. SPORTING REGULATIONS - JUDICIAL PROCEDURES

2.1 ROUNDS

In accordance with Section [C(d)] of the current MSA Yearbook

2.2 CHAMPIONSHIP

In accordance with Section [C(d)] of the current MSA Yearbook.

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 Pitlane 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 startline or pitlane 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 [G 15] 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 [G 15] 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 [G 15].

3.5 RACES

- 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

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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 Rolling Lap - Start Engines/Clear Grid.
30 Seconds - Visible and audible warnings for the start of the Rolling Lap.
- 3.6.3 Towards the end of the Rolling Lap(s) the pace 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 rolling 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 rolling lap or start are required to indicate their situation as per MSA Regulation Section [G 53]. Any drivers unable to maintain grid positions on the rolling lap to the extent that all other cars are ahead of them may complete the rolling 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 pace car pulling off, the pace 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 pace 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, RED LIGHTS will be switched on at the Start Line 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 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.**
Any race stopped before the leader has completed two laps will be declared a “No Contest” and available cars will restart from their original grid positions. Competitors unable to take the restart may be replaced by reserves who will start at the back of the grid in reserve order. The length of the restarted race will be determined by the Clerk of the Course.
- 3.7.3 **Case B – More than two laps completed by the race leader but less than 75% of the scheduled distance**
Any race stopped after the leader has completed more than two laps but less than 75% of its duration will be considered as the first part of a two part race. Cars will be restarted from a grid set out in the finishing order, which shall be based upon the order of crossing the finish line at one lap less than at the time of first showing the Red flag. Only cars which are under their own power at the showing of the Red flag will be classified. The result will be the order of finishing at the end of the re-started race. 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**
Any race stopped after the leader has completed 75 % of its duration may be considered to have finished, unless the Clerk of the Course, in consultation with the Stewards of the Meeting, deems it appropriate to

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restart the race. If not restarted the result will be based on the order of crossing the finish line at one lap less than at the time of first showing of the Red Flag. Only cars which are under their own power at the showing of the Red Flag will be classified. If run as a two part race, 3.7.3 will apply.

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 [G 67 to G 70], 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.

3.14 OPERATION OF SAFETY CAR

3.14.1 The Safety Car will be brought into operation to neutralise a race upon the sole decision of the Clerk of the Course. The Safety Car will be driven by an experienced circuit driver (in accordance with GR B27) and will carry an observer capable of recognising all competing cars and who is in permanent radio contact with race control.

3.14.2 The Safety Car, yellow/amber lights illuminated, will normally join and exit the circuit from the pit lane and the Safety Car boards will be shown initially from the start-line. If these locations are to be varied specific written instructions and verbal briefings will be issued detailing the exact locations to be used.

3.14.3 On the order from the Clerk of the Course, the Safety Car will join the circuit with its revolving lights on, regardless of where the race leader is.

3.14.4 When the order is given to deploy the Safety Car a waved yellow flag and "SC" board will be displayed at the start finish line. The waved yellow flags and "SC" boards will flow around the circuit in both directions, as an adjacent post displays both their waved yellow flag and "SC" board. This system may be supplemented by a message being simultaneously broadcast to all marshals' posts if such a communication system is available.

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- 3.14.5 Flashing yellow lights may also be used at the start-line and at other points around the circuit.
- 3.14.6 All competing cars, when notified of the Safety Car intervention (by the flag signals, "SC" boards, or by any other means) will reduce speed and line up behind the Safety Car, no more than 5 car lengths apart, and maintaining the same speed as it. Overtaking or overlapping of any other competing car during a Safety Car intervention is forbidden. Overtaking of a Safety Car is forbidden unless the particular competitor concerned is signalled to overtake the Safety Car by the observer in the Safety Car.
- 3.14.7 When ordered to do so by the Clerk of the Course, the observer in the Safety Car will wave past any cars between the Safety Car and the race leader. These cars will continue at reduced speed and without overtaking until they reach the line of cars behind the Safety Car.
- 3.14.8 While the safety car is in operation, competing cars may enter the pit lane, but may only rejoin the track when signalled to do so and not when the safety car and the line of cars following it are about to pass or are passing the pit exit. A car re-joining the track must proceed at an appropriate speed until it reaches the end of the line of cars behind the Safety Car.
- 3.14.9 The Safety Car will remain in operation until at least the majority of competing cars on the circuit are lined up behind it.
- 3.14.10 When the Clerk of the Course calls in the Safety Car it will extinguish the yellow/amber flashing lights prior to exiting the circuit. This would normally be such that a minimum of 25% of a lap for circuits over 2 miles and 50% of a lap for circuits under 2 miles should be completed by the Safety Car with its lights extinguished.
- 3.14.11 Following the safety car extinguishing its lights, and prior to passing the green flag, the race leader will maintain the pace set by the Safety Car. The race leader will dictate the pace and, if necessary, fall more than five car lengths behind it. In order to avoid the likelihood of accidents before the safety car returns to the pits, from the point at which the lights on the car are extinguished drivers must proceed at a pace which involves no erratic acceleration or braking nor any other manoeuvre which is likely to endanger other drivers or impede the restart.
- 3.14.12 As the Safety Car is approaching the pit entry, the green flag will be displayed at the start finish line and the "SC" board withdrawn. Following this display of the start signal yellow flags and "SC" boards at the marshals posts will be withdrawn and be replaced with a waved green flag for one lap. The waved green flag will flow around the circuit in both directions, as an adjacent post displays their waved green flag. This system may be supplemented by a message being simultaneously broadcast to all marshals' posts if such a communication system is available. Overtaking remains strictly forbidden until the start signal at the start/finish line is passed.
- 3.14.13 Each lap covered while the Safety Car is in service will be counted as a race lap unless specified to the contrary in Championship regulations.
- 3.14.14 Under certain circumstances the Clerk of the Course may ask the Safety Car to use the pit lane. In this case, and provided its yellow/amber lights remain illuminated, all cars must follow it into the pit lane without overtaking. Any car entering the pit lane under these circumstances may stop at its designated garage area.
- 3.14.15 Should it be necessary to stop a race during a Safety Car deployment the Safety Car, with all competing vehicles following, will pass through the red flag at the start/finish line, complete one further lap at reduced speed and then, once the Safety Car comes to a stop at a position indicated by the Safety Car observer (which will usually be either the grid or Parc Fermé), all competing cars must stop behind it unless otherwise directed.
- 3.14.16 In exceptional circumstances the following may apply:
- (i) The race may be started behind the Safety Car. In this case its revolving yellow/amber lights will be turned on at the two-minute signal. This is the signal to the Entrants/Drivers that the race will be started behind the Safety Car and it will remain at the front of the grid during the remainder of the countdown. When the Green Flag is shown at the Start/Finish Line, the Safety Car will leave the grid and all cars will follow in single file in grid order no more than 5 (five) car lengths apart. The race will be deemed to have started when the Safety Car leaves the grid and the Green Flag is displayed.

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- (ii)** Cars will leave the grid in single file grid order behind the Safety Car under the instruction of the Chief Start/Finish Line Marshal. Cars will remain in single file without overtaking, except that a car that falls behind may regain its grid position if the cars behind it could not avoid passing without unduly delaying the remainder of the field. In this case, Drivers may carefully overtake to re-establish their original starting grid order. If a car falls to the back of the grid, it must remain at the back of the grid.
 - (iii)** Any car(s) delayed leaving the grid may not overtake another moving car if stationary after the remainder of the cars had crossed the line. In this case the car(s) shall remain at the back of the grid, in the order they left the grid.
 - (iv)** A time penalty or Drive Through Penalty may be imposed on any Driver who, in the opinion of the Clerk of the Course, unnecessarily overtakes another Driver during these laps.
 - (v)** The "SC" boards and Yellow Flags will be displayed at Marshals' Signalling Posts around the circuit until the Clerk of the Course withdraws the Safety Car from use in accordance with Regulation 3.14.10, 3.14.11. and 3.14.12.
 - (vi)** All laps undertaken in this start procedure will be deemed to be counted as race laps
- 3.14.17** Any car being driven unnecessarily slowly, erratically or which is deemed potentially dangerous to other drivers at any time whilst the safety car is deployed will be reported to the Clerk of the Course. This will apply whether any such car is being driven on the track, the pit entry or the pit lane.

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(d) 36]

4.1.2 Arising from post race scrutineering or judicial action:

Minimum penalty: The provisions of MSA Regulations Section [C(d) 39 (a) and (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(d) 39 (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 [G 65]

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 Driving in a manner incompatible with general safety, or departing from the standard of a reasonably competent driver. (see MSA Regulation Section [C(d) 1(e)])

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 two such reports during one racing season he will receive written warning from the Championship Coordinator that his driving/behaviour is to be specifically observed at future race meetings. Any adverse reports during this period of observation could result in official MSA action and will result in a Championship Stewards' enquiry, with possible loss of Championship points and refusal of further race entries.

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 BRSCC LMA Euro 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 & G] 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 roadgoing derivatives.

In addition the following vehicles are excluded :

- Any individual car currently registered for a European national or FIA international GT championship
- Porsche 911 GT3 RSR and Cup
- Any vehicle originally manufactured or supplied by Porsche Motorsport for use as a dedicated race car
- **Stealth B6, Prosport LM3000**

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 spaceframe chassis or composite monocoque. Acceptable motorcycle engined vehicles will compete in the modified classes according to engine capacity and should comply with the modified regulations in all other respects.

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, 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. [C (b)] 14.

The BRSCC LMA Euro Saloon & Sports Car Championship is designed to provide a home for a wide variety of existing and purpose built competition machinery. The regulations separate vehicles into four basic categories depending on their technical specification. These categories are termed Modified, Production modified, Production and Road saloon. The championship has five classes which consist of a mixture of vehicles built to the technical requirements of the four categories, sorted according to engine cubic capacity.

The Championship will be run in classes as follows :

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

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- Class C Modified 1750cc to 3500cc, Mid and front engined two seaters 1600cc to 3000cc normally aspirated, Production modified over 3500cc, Production over 6000cc
- Class D Modified up to 1750cc, Mid and front engined two seaters up to 1600cc, Production modified 2000cc to 3500cc, Production 3500cc to 6000cc
- Class E Production modified up to 2000cc, Production up to 3500cc
- 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)

- * 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. 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. 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.
- 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.
- Individual vehicles built for the European Renault Clio and Megane Cup championships will be classified as Production Modified. If the vehicle has been modified such that it no longer complies with the regulations applicable to the period it originally raced it shall be assumed to match the technical specification of a 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.
- Where a vehicle is deemed, by The Organisers to have an advantage over the rest of the vehicles in its class it may be required to carry extra weight. A review of weights will be carried out on the 1st June and 1st August. Competitors will be given notice of any increased weight at least seven days before the next round. Any ballast must be fitted in accordance with the current MSA Yearbook regulation [C(b)21] and mounted in the floor area where the front passenger seat would normally be.

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:

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

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 Appendix Q safety criteria regulations will apply:

[C (c)44] –Seat Belts. Be fitted with currently FIA Homologated safety harness [C (c) Appendix 1 Table 56 (a)] Fire extinguisher. Minimum MSA Yearbook. [C (c) Appendix 1 Table 56 (c)] _ [C (c) 72 and 73] Tank fillers, vents and caps. [C (c) 75 and 76] External circuit breaker. [C (c) 77 to 86] Overalls. [C (c) 87 to 100] Crash Helmets. [C(c) 101] Visors. [C (c) 103 and104] Head restraints as a minimum. These requirements may be exceeded.

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

5.4 (M) GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS

MODIFIED CATEGORY

5.5 (M) 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 (M) BODYWORK

5.6.1 (m) 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.

GROUND CLEARANCE:

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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 (m) MODIFICATIONS PROHIBITED - Not applicable

5.7 (M) ENGINES

5.7.1 (m) 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.

5.7.2 (m) PROHIBITED MODIFICATIONS: Not applicable

5.7.3 (m) 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 (m) COOLING SYSTEM: Oil / Water Cooling both free.

5.7.5 (m) INDUCTION SYSTEM: Free.

5.7.6 (m) EXHAUST SYSTEM: Free within MSA technical regulations.

5.7.7 (m) IGNITION SYSTEM: Free

5.7.8 (m) FUEL DELIVERY SYSTEM: Free

5.8 (M) SUSPENSION:

5.8.1 (m) MODIFICATIONS PERMITTED: Suspension modifications are unrestricted.

5.8.2 (m) MODIFICATIONS PROHIBITED: Not applicable

5.8.3 (m) WHEELBASE AND TRACK: Free

5.9 (M) TRANSMISSION:

5.9.1 (m) 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 CHASSIS.

5.9.2 (m) MODIFICATIONS PROHIBITED: Not applicable.

5.9.3 (m) TRANSMISSION AND DRIVE RATIOS:

Transmission and final drive ratios are free. Limited slip differentials may be fitted where not standard.

5.10 (M) ELECTRICS

5.10.1 (m) EXTERIOR LIGHTING: At least one headlamp on each side must be in working order.

5.10.2 (m) REAR FOG LIGHT: A rear fog light must be fitted and must be in working order to [C (c) 69 to 71]

5.10.3 (m) BATTERIES: Battery location and type are free, provided that they comply with MSA technical regulation [C (b) 20]

5.10.4(m) Generator must be fitted and in working order.

5.11 (M) BRAKES

5.11.1 (m) MODIFICATIONS PERMITTED:

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

5.11.2 (m) MODIFICATIONS PROHIBITED: Not Applicable

5.12 (M) WHEELS AND STEERING

5.12.1 (m) MODIFICATIONS PERMITTED:

Wheels are unrestricted. Steering modifications are unrestricted.

5.12.2 (m) MODIFICATIONS PROHIBITED: Not applicable

5.12.3 (m) CONSTRUCTION AND MATERIALS: Not applicable

5.12.4 (m) DIMENSIONS: Not applicable

5.13 (M) TYRES

5.13.1 (m) SPECIFICATIONS: Tyres are unrestricted.

5.13.2 (m) NOMINATED MANUFACTURERS: Not applicable.

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

5.14 (M) 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) in modified classes.

The minimum weight for vehicles with forced induction will be that specified for the actual engine capacity multiplied by the capacity equivalence factor.

5.15 (M) FUEL TANK AND FUEL

5.15.1 (m) TYPE OF FUEL TANK:

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

5.15.2 (m) 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 (m) FUEL: All classes - as defined in section [MSA Regulations 'The Terminology' (see Pump Fuel)].

5.16 (M) SILENCING

Silencing systems are free, provided that they comply with MSA technical regulation [C (b) 23 to 24]

5.4(PM) GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS

PRODUCTION MODIFIED CATEGORY

Mechanical components may be regarded as interchangeable within model ranges. A model range is defined as a production run with a common body shape e.g. Ford Escort Mk 1. In this instance any component that had been fitted by Ford to any version of the Ford Escort Mk1 may be regarded as interchangeable. Where a manufacturer or importer offers production options, these may be used by competitors in production modified car classes provided that the competitor can verify their general availability on new vehicles, by reference to the appropriate technical and sales literature.

5.5 (PM) CHASSIS

5.5.1 (PM) Chassis specification must remain standard, however seam welding of the body shell is permitted.

5.5.2 (PM) Front and rear suspension top mounting braces are permitted.

5.6 (PM) BODYWORK

5.6.1 (PM) MODIFICATIONS PERMITTED

GENERAL:

Bodywork and bumper assembly specification must remain standard in appearance and material, however bonnets, boot lids, tailgates and targa top or convertible roof hard top panels (if fitted) can be manufactured from a GRP (Glass Reinforced Composite) material. Bonnet and boot hinges may be removed. No removal of metal is permitted except where specified under 5.11. and 5.7.5. However where original specification closures are fitted, non structural material may be removed from these so long as the original exterior appearance is not altered. For the purpose of these regulations closures are defined as doors, bonnet, boot lid, tailgate, targa tops, hard top.

INTERIOR:

Interior trim, headlining and passenger seats may be removed. The dashboard fascia must remain standard except for modifications essential for the fitment of a full roll cage. However, proper racing instruments (rev - counter, oil pressure gauge etc.) may replace the originals even if this entails the removal of the speedometer. Heaters and glove boxes may be removed. An alternative steering wheel and an approved competition driver's seat may be fitted.

EXTERIOR:

Bumpers must be fitted and should not be modified except where specified under 5.11. however bumper impact beams may be removed. Side and rear window glass may be replaced with a clear Lexan minimum 4mm material that satisfies MSA safety requirements.

SILHOUETTE:

Must remain as per standard for the model range however the addition of aerodynamic devices such as roof and rear spoilers (or air foils) is permitted.

GROUND CLEARANCE:.

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

5.6.2 (PM) MODIFICATIONS PROHIBITED: Not applicable.

5.7 (PM) ENGINES

5.7.1 (PM) PERMITTED MODIFICATIONS:

CYLINDER BLOCK:

Standard for the model range but may be over bored a maximum 0.6mm provided that the class capacity is not exceeded.

CYLINDER HEADS AND INLET MANIFOLDS:

The cylinder head should originate from the model range. Valve and port dimensions are free.

COMPRESSION RATIO:

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Must remain no more than two points above that standard for the model range.

PISTONS, CONNECTING RODS, CRANKSHAFTS, FLYWHEELS:

All original or drawn from the model range but may be lightened and balanced. Bearings are free.

CAMSHAFTS:

Must not open the valves for a duration of more than 295° (a lifting / closing ramp of 0.5mm outside of this duration will be acceptable).

VALVES, VALVE SPRINGS AND RETAINERS:

Free

There will be a 1.4 equivalence factor for turbo-charged or super-charged engines.

Normally aspirated or forced induction diesel engines may be fitted provided that the engine block and cylinder head originate from the same manufacturer as the car (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 the class applicable to their actual engine capacity.

5.7.2 (PM) PROHIBITED MODIFICATIONS:

5.7.3 (PM) LOCATION:

The engine location and its mounting points must remain standard.

5.7.4 (PM) COOLING SYSTEM:

The fitting of an engine oil cooler is permitted within the periphery of the bodywork. A larger capacity baffled sump may be used. Electric coolant pumps are permitted.

5.7.5 (PM) INDUCTION SYSTEM:

In order to equalise performance between different marques all non fuel injected cars in Production Modified classes may fit multiple side / down draught carburettors regardless of whether or not such carburettors were originally fitted to the model range.

On all cars an air box or filter(s) must be fitted. The filter element may be removed where a standard box is used. Standard air boxes may be modified internally. Non standard "Aftermarket" type air boxes or foam filters (i.e. K & N, Pipercross etc.) may be fitted. The bodywork may be locally deformed or removed to allow fitment of after-market air boxes so long as the standard silhouette of the vehicle remains unaltered.

Fuel injection is permitted on all cars (even if it was never fitted to the model range). The original fuel injection system may be modified or substituted by an aftermarket mappable system. Inlet manifolds and throttle bodies are free.

Turbochargers and intercoolers must remain standard for the model range. Intercoolers may be modified internally by the addition or removal of material however they should remain recognisable as an original equipment component. Charge coolers are not permitted unless part of the specification for the vehicle model range. Water injection systems are not permitted. Boost pressure is free.

5.7.6 (PM) EXHAUST SYSTEM:

Exhaust systems must exit to the rear of the vehicle, otherwise they are free within the limitations of section 5.16.

5.7.7 (PM) IGNITION SYSTEM:

Transistorisation of ignition systems is permitted. This includes after-market ignition systems. Vacuum advance mechanisms may be disabled. Ignition timing is free. The original engine management system (fuel and ignition) may be replaced with a mappable after-market system.

5.7.8 (PM) FUEL DELIVERY SYSTEM:

Electric fuel pumps are permitted

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5.8 (PM) SUSPENSION:

5.8.1 (PM) MODIFICATIONS PERMITTED:

Suspension must remain as standard, subject to the following: Shock absorbers are unrestricted provided that the type (telescopic etc.) and number remain the same and that they fit the original mountings without modification. (The shock absorber will be considered as the complete part that bolts between the suspension and the chassis). Shock absorbers featuring remote fluid reservoirs are permitted. "Coil-over" type shock absorbers are permitted.

Road springs are free provided that the number remain the same and are fitted in the same position and orientation as standard. Torsion bar thickness is free. The original mounting points and position of the suspension components to the body shell and suspension units must be used and must remain as standard.

Material of suspension and roll bar bushes / mountings is free, however they should be of standard appearance and may not be replaced with spherical joints. Strut top mountings are free. Ride height is free subject to the limitations of 5.6.5(PM)

5.8.2 (PM) MODIFICATIONS PROHIBITED:

Driver adjustable anti roll bars are not permitted.

5.8.3 (PM) WHEELBASE AND TRACK:

Must remain as standard subject to the freedoms of 5.12.14(PM).

5.9 (PM) TRANSMISSION:

5.9.1 (PM) MODIFICATIONS PROHIBITED:

CLUTCH:

The method of actuation must not be altered in any way. Paddle plates, sintered materials and racing clutches are permitted but must be of the single plate variety.

TRANSMISSION AND DRIVE RATIOS:

The transmission and final drive casing must originate from the vehicle model range.

The choice of gearbox / final drive ratio combinations is free.

The gear sets are free and synchromesh gears may be replaced by dog gears so long as they are housed within a transmission case which is standard for the model range.

The use of a limited slip differential is permitted so long as it is housed within a **differential** case which is standard for the model range.

Four wheel drive systems are permitted only on those model ranges in which they were fitted as original specification.

5.10 (PM) ELECTRICS

5.10.1 (PM) EXTERIOR LIGHTING:

The lighting system must remain as standard and be in working order (excluding headlamp main beam, direction indicators, license plate illumination and reversing lamps). In order to reduce unnecessary expense headlamp units may be replaced with components of alternative manufacture.

Where headlamps are not required for lighting purposes they may be modified internally and the glass removed or replaced with an alternative material, **however at least two forward facing lamps emitting a light of similar colour and intensity to the original headlamp must still be fitted and operational.**

5.10.2 (PM) REAR FOG LIGHT:

A rear fog light must be fitted and must be in working order. **MSA Regulation** [C (c) 69 to 71]

5.10.3 (PM) BATTERIES:

Battery location and type are free.

5.10.4 (PM) GENERATORS:

Generators must be fitted and in full working order.

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5.11 (PM) BRAKES

5.11.1 (PM) MODIFICATIONS PERMITTED:

Brake lining material (pads) is free. Flexible hoses and brake pipes are free subject to limitations of MSA technical regulation [G 108 to 111] Brake ducts are permitted provided that they do not extend beyond the plan view of the vehicle and that they do not exceed 100sq cm cross-section in area. Ducts, one per side, may penetrate lower front panels or bumpers and in this respect 5(6) 1 may be relaxed. Brake splash shields may be removed.

Brake limiting valves may be changed to a different type (and the original removed) subject to the limitations of the MSA technical regulations. The use of cross drilled and grooved brake discs is permitted. Brake disc diameter may exceed the maximum diameter fitted to the model range by 20mm. Brake calipers are free. Brake servo boosters may be removed or disabled. Brake master cylinders and pedal box assemblies are free.

In all other respects, the braking system must remain as original for the model range with regards components and location.

5.11.2 (PM) MODIFICATIONS PROHIBITED: None

5.12 (PM) WHEELS AND STEERING

(N.B. Competitors MUST ENSURE that wheels are suitable for racing purposes. Wheels should be regularly inspected for cracks, rim damage etc.).

5.12.1 (PM) MODIFICATIONS PERMITTED:

Steering components outside of the vehicle cabin must remain standard for the model range as regards method, position and mounting points of components. Steering components within the vehicle cabin are free as regard make, position and mounting. Road wheel type is free.

5.12.2 (PM) MODIFICATIONS PROHIBITED:

No bodywork modification is permitted to accommodate non-standard wheels, other than bending in of the wheel arch downturn flange. The wheel arch downturn flange may not be removed.

5.12.3 (PM) CONSTRUCTION AND MATERIALS:

The bending of steering arms is not permitted under any circumstances.

5.12.4 (PM) DIMENSIONS:

Road wheel size is free provided that 5.12.2. is respected.

5.13 (PM) TYRES

5.13.1 (PM) SPECIFICATIONS: Tyres are unrestricted.

5.13.2 (PM) NOMINATED MANUFACTURERS: Not applicable.

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

5.14 (PM) 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) in modified classes.

The minimum weight for vehicles with forced induction will be that specified for the actual engine capacity multiplied by the capacity equivalence factor.

5.15 (PM) FUEL TANK AND FUEL

5.15.1 (PM) TYPE OF FUEL TANK:

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

5.15.2 (PM) LOCATION OF THE FUEL TANK:

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

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5.15.3 (PM) FUEL:

All classes - as defined in section [MSA Regulations 'The Terminology' (see Pump Fuel)]

5.16 (PM) SILENCING

Silencing systems are free, provided that they comply with MSA technical regulation [C (b) 23 to 24]

5.4 (P) GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS

PRODUCTION CATEGORY

The Production classes are for two or four door cars of conventional monocoque construction. Cars entered in these classes do not have to be road registered and licensed however they should be of a standard appearance. It is permitted to use a welded in roll cage. Whether welded or bolted into position the roll cage must not be fixed directly to the suspension mounting points.

Mechanical components may be regarded as interchangeable within model ranges. A model range is defined as a production run with a common body shape e.g. Ford Escort Mk 1. In this instance any component that had been fitted by Ford to any version of the Ford Escort Mk1 may be regarded as interchangeable. Where a manufacturer or importer offers production options, these may be used by competitors in production modified car classes provided that the competitor can verify their general availability on new vehicles, by reference to the appropriate technical and sales literature.

Modification of components or adjacent components, taking them out of a standard specification, to allow fitment under the interchangeability regulation is not permitted.

5.5 (P) CHASSIS

Chassis regulations for the production classes are the same as for the production modified classes within these regulations, see 5.5(PM)

5.6 (P) BODYWORK

5.6.1 (P) MODIFICATIONS PERMITTED

GENERAL: Bodywork and bumper assembly specification must remain standard in appearance and material. Bonnet hinges may be removed. Boot hinges must remain standard but may be made quick release. No removal of metal is permitted.

INTERIOR:

See 5.6.1(PM) Interior

EXTERIOR: The fitting of an alternative petrol filler cap is permitted. Subject too it being of an approved type and fitting and the installation must satisfy the requirements of the current MSA blue book.

SILHOUETTE: Silhouette and plan view must remain as standard for the model range.

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

BRAKE DUCTING: Where additional brake ducting is fitted this should not protrude from the side elevation of the vehicle. No additional holes may be cut in the bodywork or spoiler to aid airflow or cooling.

5.6.2 (P) MODIFICATIONS PROHIBITED

GENERAL: Removal / replacement of bumpers (or parts thereof) or glass windows.

INTERIOR: Removal of door latching and window actuation hardware located within the door cavities.

EXTERIOR: Unless specifically authorised in these regulations, the use, substitution of, and / or addition of, any parts, material or processes is prohibited, other than welding or repairing material or the fitting of standard replacement parts, for the sole purpose in every respect of restoring the vehicle to the manufacturers standard specification or to comply with safety requirements. Lightening of components or panels in any way is prohibited. The removal of headlights, or built in spotlights or the making of holes to aid cooling and / or ventilation is not permitted.

5.7 (P) ENGINES

5.7.1 (P) Engine regulations for the Production classes are the same as Production Modified classes of these regulations, see 5.7.1 (PM) to 5.7.4 (PM)

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- 5.7.6 (P) **INDUCTION SYSTEM:**
In order to equalise performance between different marques all cars in Production classes may fit multiple side / down draught carburettors regardless of whether or not such carburettors were originally fitted to the model range.
- On all cars an air box or filter(s) must be fitted. The filter element may be removed where a standard box is used. Standard air boxes may be modified internally. Non standard "Aftermarket" type air boxes or foam filters (i.e. K & N Pipercross etc.) may be fitted. The bodywork may be locally deformed or removed to allow fitment of after-market air boxes so long as the standard silhouette of the vehicle remains unaltered.
- Fuel injection is permitted on all cars provided it was fitted to the model range.
The original fuel injection system may not be modified or substituted by an aftermarket mappable system.
- Turbochargers and intercoolers must remain standard for the model range. Intercoolers may be modified internally by the addition or removal of material however they should remain recognisable as an original equipment component. Charge coolers are not permitted unless part of the specification for the vehicle model range. Water injection systems are not permitted. Boost pressure is free.
- 5.7.7 (P) **EXHAUST SYSTEM:**
Exhaust systems must exit at the rear of the vehicle. The manifold must be externally standard for the model range, but the rest of the system is free.
- 5.7.8 (P) **IGNITION SYSTEM:**
Transistorisation of ignition systems is permitted. This includes after-market ignition systems. Vacuum advance mechanisms may be disabled. Ignition timing is free.
- The original engine management system (e.g. Bosch K Jetronic, Bosch Motronic) must remain and function. The engine management system fuel and ignition settings may be altered or "chipped" however piggy back or additional Engine Control Modules are not permitted.
- It is prohibited to have any type of control, other than the throttle pedal, which allows the driver to vary the settings of the engine and its controls systems whilst he / she is in the vehicle.
- FUEL DELIVERY SYSTEM:** Electric fuel pumps are permitted.
- 5.8 (P) **SUSPENSION:****
- 5.8.1 (P) **MODIFICATIONS PERMITTED:**
The original suspension wishbone / bottom arm must be used in unmodified form. Replacement of the front suspension struts and / or the shock absorbers and / or springs and / or torsion bars for up rated versions (provided that they are mounted in the original manner and position and that the top / lower mounts are non adjustable as originally designed and the top of the suspension strut is in it's original position). Adjustable spring platforms are permitted providing the locking rings / clamps are in place and that the original mounting points are maintained and used. The substitution of anti roll bars are permitted providing that the original shape, material type and location points are maintained and the bar is continuous.
- Front and rear geometry (camber) must be the same both sides of the car (a max. tolerance of 2 degrees between sides on the same axle will be allowed)
- Lowering blocks may be used subject to maximum depth of 10 centimetres. Replacements of rubber bushes with those of an alternative material are permitted, providing the location and means of securing them are as standard. Shock absorbers may have remote reservoirs.
- 5.8.2 (P) **MODIFICATIONS PROHIBITED:**
Any alterations or additions to any suspension, spring, anti-roll bar or shock absorber mounting point (including rose joints) other than 5.8.1. are prohibited. No additional bracing may be fitted (other than that permitted in 5.6.1 (P)). No lightening of components.
- 5.8.3 (P) **WHEELBASE AND TRACK:** must be standard for the model range. (Except for the effects of 5.8.4)
- 5.8.4 (P) **WHEEL SPACERS:** May not exceed 5mm on either side of the vehicle.

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5.8.5 (P) ROLL CAGE: The installation of the roll cage assembly in a manner designed to achieve additional suspension rigidity / bracing is specifically prohibited. i.e. Mounting to the top of the suspension turrets

5.9 (P) TRANSMISSION:

5.9.1 (P) CLUTCH:

The method of actuation must not be altered in any way. Paddle plates, sintered materials and racing clutches are permitted but must be of the single plate variety.

TRANSMISSION AND DRIVE RATIOS:

- The transmission and final drive casing must originate from the vehicle model range.
- The choice of gearbox / final drive ratio combinations is free however all gear components and ratios must originate from within the model range.
- The use of a limited slip differential is permitted so long as it is standard for the model range
- Four wheel drive systems are permitted only on those model ranges in which they were fitted as original specification.

5.10 (P) ELECTRICS

5.10.1 (P) LIGHTING SYSTEM: Must be complete and in full working order. In order to reduce unnecessary expense headlamp units may be replaced with components of alternative manufacture.

5.10.2 (P) REAR FOG WARNING LIGHT: Must be fitted and in working order. (see MSA Regulation [C (c) 69 to 71])

5.10.3 (P) BATTERY: Must be in original position. Battery type is free.

5.10.4 (P) WINDSCREEN WIPERS: Front: Must be in full working condition, with the number of wiper arms and blades fitted as originally produced. Type is free.

5.10.5 (P) FRONT WINDOWS: Should be operational.

5.10.6 (P) CENTRAL LOCKING SYSTEMS: Central locking systems must be inoperative.

5.11 (P) BRAKES

5.11.1 (P) MODIFICATIONS PERMITTED:

Fitting of "Aeroquip" type hoses, deformation or removal of back plates, additional brake ducting within the overall periphery of the bodywork, substitution of lining material and any modification hidden by original brake drums.

Strengthening of the mounting of the master cylinder / fluid reservoir.

Brake limiting valves may be changed to a different type (and the original removed) subject to the limitations of the MSA technical regulations. Brake discs must be of original equipment dimensions for the model range but may be replaced by an alternative commercially available make providing dimensions are unchanged. Use of discs made from carbon fibre is prohibited. Grooved or drilled aftermarket discs are permitted but must be of original manufacturer and not to be altered in any way only by the disc manufacturer and to their specification.

Anti lock brakes are permitted if a standard fitting.

5.11.2 (P) MODIFICATIONS PROHIBITED:

Use of non standard parts other than those specifically allowed.

5.12 (P) WHEELS AND STEERING

5.12.1 (P) Steering locks must be inoperative.

5.12.2 (P) MODIFICATIONS PERMITTED

Steering components outside of the vehicle cabin must remain standard for the model range as regards method, position and mounting points of components. Steering components within the vehicle cabin are free as regard make, position and mounting. Road wheel type is free.

5.12.3 (P) MODIFICATIONS PROHIBITED:

No bodywork modification is permitted to accommodate non-standard wheels, other than the bending in

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of the wheel arch downturn flange. The wheel arch downturn flange may not be removed.

5.12.4 (P) CONSTRUCTION AND MATERIALS:
The bending of steering arms is not permitted under any circumstances.

5.12.5 (P) RIM DIMENSIONS: Road wheel size is free provided that 5.12.3 is respected.

5.13 (P) TYRES

5.13.1 (P) SPECIFICATION: Tyre size is unrestricted free provided that 5.12.3 is respected.

5.13.2 (P) Any tyre contained in list [C(e) 15 List 1A or 16 List 1B] of the current MSA competitors year book is permitted.

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

5.14 (P) MINIMUM WEIGHT LIMIT

Minimum weight requirements for the Production classes are the same as Production Modified classes of these regulations, see 5.14.1 (PM)

5.15 (P) FUEL TANK AND FUEL

5.15.1 (P) TYPE OF FUEL TANK:

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

5.15.2 (P) 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 (P) FUEL:

All classes - as defined in section [MSA Regulations 'The Terminology' (see Pump Fuel)]

5.16 (P) SILENCING

Silencing systems are free, provided that they comply with MSA technical regulation [C(b)23 to 24]

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.brscc.co.uk
Telephone: 01732 780100

Championship Sponsors
LMA
Unit 16
Murdock Road
Bedford
MK41 7PD
www.LMAeurosaloons.co.uk

Championship Promoter
Italian Intermarque Racing Ltd
Unit 16
Murdock Road
Bedford
MK41 7PD
www.LMAeurosaloons.co.uk

Co-ordinator/Championship Registration Secretary
Sara Pryce
LMA Eurosaloons
Unit 16
Murdock Road
Bedford
MK41 7PD
Tel: 01234 217061 - Day
Email: Sara@LMAeurosaloons.co.uk
Mobile: 07880 794201

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

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 All glass areas must remain clear and unobstructed by decals / advertising or any other obstruction unless these regulations specify different or approved by the BRSCC / Championship Co-ordinator.
- B The only exception being the rear side windows that should have the drivers' surname clearly displayed in simple bold type, unless these championship regulations specify a different option.
- C 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 series must be worn.
- POSITIONS:**
As per MSA competitor regulations [C(b) 6].
- 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.



Euro-Saloon & Sports Car Championship



www.LMAeurosaloons.co.uk

For regulations & the latest championship news

PLEASE COMPLETE AND RETURN TO:

**Registration Secretary, LMA Euro-Saloons, Unit 16, Murdock Road, Bedford, MK41 7PD
Email: Eurosaloons@LMA-Group.com**

NAME:

ADDRESS:

POSTCODE:

TELEPHONE NO'S: DAY: EVE:

MOBILE: FAX:

EMAIL ADDRESS:

BRSCC MEMBERSHIP NO: EXPIRES:

I WISH TO APPLY FOR 2009 MEMBERSHIP IN CATEGORY:

Modified / Production Modified / Production / Road saloon (please circle as appropriate)

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 28/02/09

RACE NO: TRANSPONDER NO:

Acceptance of registration to the Euro-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 £120 per driver made payable to "Italian Intermarque Racing Ltd"

Single race registration is available at £25.00 per race

I hereby agree to be bound by the rules of the BRSCC LMA Euro-Saloon & Sports Car Championship 2009. 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.

Signed: Date:
Driver