

## MERIDIAN 14/16 CHALLENGE

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### 1. SPORTING REGULATIONS - GENERAL

#### 1.1 Title & Jurisdiction:

The Meridian 14/16 Challenge is a series of trophy races organised and administered by the SOUTH EAST MOTOR SPORT ENTHUSIASTS CLUB [SEMSEC] 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 Regulations.

#### 1.2. Officials:

##### 1.2.1. Challenge Co-ordinator & Challenge Secretary:

Dave Hammond, 4 Barberry Avenue, Davis Estate, Chatham, Kent, ME5 9TA;  
Tel: 01634 327046  
Email: Dhf1racing@aol.com

##### 1.2.2. Licenced Eligibility Scrutineer:

John Winder, 4 Henderson Close, Hastings, East Sussex, TN34 2DU; Tel: 01424 440364

##### 1.2.3. Challenge Stewards:

Norman Redhead - Alan Povey - Jon Low – Duncan Welch.

Any three stewards can adjudicate on challenge issues.

#### 1.3. Competitor Eligibility:

1.3.1. Entrants must be fully paid up valid membershipcard holding members of SEMSEC and in possession of valid 2012 MSA Entrants Licences.

1.3.2. Drivers and Entrant/Drivers must be fully paid up valid membership card holding members of SEMSEC, be Registered for the Challenge and be in possession of valid MSA Competition (Racing) NATIONAL B STATUS (minimum) licence

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

#### 1.4. Registration:

1.4.1. All DRIVERS must register as competitors for the challenge by returning the Registration Form **(and a completed membership application form if applying for joint membership and registration)** with the Registration Fee to the Co-ordinator prior to the Final Closing date for the first round being entered.

1.4.2. The registration fee is £35 payable separately or £65 to include SEMSEC Racing Club membership, payable to:- "SEMSEC" (both the registration form and membership application form must also be completed and returned to the championship coordinator). A discounted registration fee of £25 is available if registering for and paying the full fee for one of SEMSEC's other Championships or challenges at the same time as this registration. Alternatively the membership and registration fee can be paid by 5 monthly instalments of £15. The membership and registration will be

valid from the date of the payment of the first instalment and will lapse immediately any instalment is missed. The Membership and Registration cards will be held as security by the club and will not be forwarded to the competitor until all instalments are paid. All instalments or the full outstanding balance of instalments must be paid by 31<sup>st</sup> October 2012.

1.4.3. Registrations will be accepted from 1st January 2012 until the closing date for entries to the penultimate round.

1.4.5. Registration numbers will be the permanent Competition numbers for the Challenge.

## 1.5. Challenge Rounds:

The Meridian 14/16 Challenge will be held as a series of races at Lydden Circuit as follows:-

Date	Circuit	Organising Club
Saturday 14 <sup>th</sup> April 2012	Lydden	SEMSEC
Saturday 19 <sup>th</sup> May 2012*	Lydden	SEMSEC
Sunday 20 <sup>th</sup> May 2012*	Lydden	SEMSEC
Saturday 9 <sup>th</sup> June 2012	Lydden	SEMSEC
Saturday 7 <sup>th</sup> July 2012	Lydden	SEMSEC
Saturday 20 <sup>th</sup> October 2012	Lydden	SEMSEC

\*; VW Festival Single round Date TBC

## 1.6. Scoring:

1.6.1. The Meridian 14/16 Challenge is a non-championship race series. However points will be awarded to competitors listed as classified finishers in the final results of each race as follows:-

Finishing position in class	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th and below
Points awarded	24	20	16	14	12	10	8	6	4	2

Plus one point for each competitor beaten in class.

The driver scoring the most points at each meeting will be deemed the overall winner of the meeting.

1.6.2. Ties shall be resolved using the formula in Q3.4. in the 2012 MSA Yearbook.

## 1.7. Awards:

1.7.1. SEMSEC will provide the Challenge Awards and the promoting club will provide the individual race awards.

1.7.2. Per Round:       Trophies to:  
                          Overall Winners if 3 or more starters.  
                          Overall Runner Up if 5 or more starters.  
                          Third Overall if 8 or more starters.  
                          First in class (if not the a winner of one of the trophies described above)

1.7.4. Bonuses:

The Challenge Organising Club will endeavour to obtain sponsored awards or bonuses during the series and reserves the right to introduce same at any time without any obligation to distribute such awards retrospectively.

1.7.5. Presentations:

Trophies are to be provided for presentation at the end of each race or at an end of the meeting presentation ceremony. Prize money and bonuses, if any, shall be posted to the Entrants within 10 days of the results being declared final after each meeting.

#### 1.7.6. Entertainment Tax liability:

In accordance with current Government legislation, the Organisers of each round are legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women.

That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or Eire. This means that, as the Organisers, SEMSEC is required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents.

Under certain circumstances, it may be possible for competitors to enter into an agreement with the Inland Revenue to limit the tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before the payment is due.

For further information contact:- The Inland Revenue, Foreign Entertainers Unit, Centre for Non-Residents, St John's House, Merton Road, Merseyside L69 9BB Tel 0151 472 6488 F 0151 472 6483

#### 1.7.7. Title to all Trophies:

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

## 2. SPORTING REGULATIONS - JUDICIAL PROCEDURES

**2.1. Rounds:** In accordance with Section C of the 2012 MSA Yearbook.

**2.2. Challenge:** In accordance with Section C of the 2012 MSA Yearbook.

## 3. SPORTING REGULATIONS - CHALLENGE 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 three days before each 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 and the date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Meeting receives the missing or corrected information or fee.

3.1.3. Any withdrawal of Entry or driver/Car changes made after 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 each round shall be £120.00.  
**Plus a £25 Late Entry Surcharge imposed by the Race Meeting Organisers for any entry received after 10 days prior to the date of a meeting.**

3.1.5. In the event of any rounds being oversubscribed the Organising Club, in liaison with the Co-ordinator 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 in Reserve Number order irrespective of class. If Reserves are given Grid Places prior to issue of the first Grid Sheets for any round the times set in Practice shall determine their grid positions. If Reserves are given places after publication of the grid sheet and prior to cars being collected in the Official "Assembly 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 "Assembly Area" 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. Such approval to start MUST be obtained from the Clerk of the Course.

### **3.2. Briefings:**

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

### **3.3. Practice:**

The minimum period of practice to be as specified in the MSA Regulations.

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 challenge criteria and the decision of the Clerk of the Course shall be final.

### **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 Q4.5.. The Clerk of the Course and/or Stewards of the Meeting shall have the right to exclude any driver whose practice times or driving are considered to be unsatisfactory - as per MSA Regulation Q4.5..

### **3.5. Races:**

The standard minimum scheduled distance shall be 10 miles whenever practicable but should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the Meeting it shall still count as a full points scoring round.

(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 from the Paddock Assembly Area to the start of the Green flag Lap(s) in the formation as specified on the Track Licence for the circuit.

- 3.6.2. The minimum Countdown procedures/Audible warning sequence shall be:-

Standing Starts:

1 minute to start of Green Flag laps - Start Engines/Clear Grid.

30 Seconds - Visible/audible warning of the start of Green Flag lap(s).

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

- 3.6.4. Any cars removed from the grid after the 1 minute stage or driven into the Paddock on Green Flag lap shall be held in the Assembly Area, and may start the race after the last car to take the start from the grid has passed the start line.

- 3.6.5. Any drivers unable to start the Green Flag lap or start are required to indicate their situation as per MSA Regulation Q12.13.2 and any drivers unable to maintain grid positions on the Green Flag Lap to the extent that ALL other cars are ahead of them, may complete the Green Flag lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.
- 3.6.6. Excessive weaving to warm-up tyres - using more than 50% of the track width, and falling back in order to accelerate and practice starts, is prohibited.
- 3.6.7. A five second board will be used to indicate that the grid is complete. The National Flag will be used to start the race. Cars may be started in two groups depending on the class entered with Class B cars having a time handicap and starting after Class A cars.

### 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 Startline and RED FLAGS will be displayed at the Startline and at all Marshals Signalling Points around the Circuit.

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

Cars may not enter the Pits unless directed to do so. Work on cars already in the Pits must cease when the 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 reverse 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.

- 3.7.3 Case B – More than two laps completed by the Race Leader but less than 75%

The Race will restart from a grid set out by the finishing order of part one, (as per Q5.4.3 ). The result of the race will be the finishing order at the end of part 2. The length of the restarted race will be determined by the Clerk of the Course.

- 3.7.3 If the leader has completed more than 75% of the race distance or duration it shall not be restarted and the results will be declared in accordance with MSA Regulation G23, 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. Assembly Area Safety:

- 3.9.1. Entrants must at all times ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.

- 3.9.2. Assembly Area: The diagonal crossed yellow box lane is to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take all due care and drive at minimum speeds in the Assembly Area.

- 3.9.3. Refuelling: May only be carried out in accordance with the MSA General Regulation Q13, Circuit Management Regulations and the SR's or Final Instructions issued for each Circuit/Meeting.

### **3.10. Race finishes:**

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

### **3.11. Results:**

All Practice Time sheets, Grids, Race Results are to be deemed PROVISIONAL until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures.

### **3.12. Timing Modules**

All competitors will be required to fit Electronic self Identification Modules (Transponders) to their cars for the purpose of accurate timing. Holders for these and detailed fitting instructions are supplied 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 series qualifying practice sessions and races. Failure to fit a transponder may result in times not being recorded.

### **3.13. Qualification Races**

The decision to run Qualification races is entirely at the discretion of the club(s) organising each round according to the number of entries received for such rounds. All affected Competitors must be notified in writing, with their Final Instructions, that this provision will be applied.

## **4. CHALLENGE 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 C3.3..

4.1.2. Arising from post race Scrutineering or Judicial Action:  
Minimum Penalty: The provisions of MSA Regulations: C3.5.1(a) and (b).

For infringements deemed to be of a more serious nature the Clerk of the Course and/or Stewards of the Meeting are to invoke the provisions of Regulation C3.5.1(c).

### **4.2. Infringements of non-technical MSA Regulations and the Sporting Regulations issued for the Challenge:**

As per 2012 MSA Judicial Procedure Regulations.

## 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:

The 2012 Meridian 14/16 Challenge is for competitors participating in mass produced 2 wheel drive saloon, coupe or hatchback cars up to 1600cc which are or were available for sale to the general public through a recognised dealer network. Cars must have been derived from cars homologated in FIA Appendix 'J' Group A(N) or any car produced to minimum homologation numbers. In the event of a dispute concerning compliance of a vehicle to the minimum production numbers the onus is on the competitor to prove compliance to the organisers.

#### 5.2.1. Classes

- A. Saloons or Hatchback up to 1400cc
- B. Saloons or Hatchback over 1401cc up to 1600cc.
- C. Invitation class ( **with time penalty**, entries taken at the discretion of the competition secretary)  
( Tyres from list 1A & 1B only)

*Note class B cars may have a time handicap over class A cars (see 3.6.7)*

### 5.3. SAFETY REQUIREMENTS:

The following articles of MSA General Regulations 2012 (K) Competitor Safety, as relevant and as follows:-

K1.2.1 The only cars permitted to use rollbar/rollcage in compliance with K1.2.1 [drawings 1 and 2] will be those under 1200kg fitted with standard steel bodies and doors as originally supplied by vehicle manufacturers for the marque and model.

K1.3.4 Diagonal Members, K 1.6.1 Vehicle Categories, K2.1.2, or K2.1.3 or **K2.1.4 Seat Belts**, K3.1.2a Fire Extinguisher, K5 Rear Warning Light, K6 Fuel Tanks, K7 Crushable Structure, K8 Circuit Breaker, K9 Overalls, K10 Crash Helmets, K11 Goggles and Visors, K12 Prop Shafts, K13 Head Restraints K14 General Safety.

Competitor's attention is drawn to regulation Q19.14.2 requiring harnesses to be currently FIA homologated and Q19.14.7 requiring fire extinguishers.

### 5.4. GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

5.4.1. It is permissible to remove passenger seats and encroach upon the space created within the constraints of other compulsory Safety and Eligibility Regulations. The drivers seat positioning must be to one side of the internal bodyshell width centre line, so that at least 75% of the driver's seat is to one side of the width centre line of the vehicle.

5.4.2. The use of proprietary racing tyres (slick or treaded) is permitted.

5.4.3. **General Regulations** Section J (Competitors Vehicles) applies.

### 5.5 CHASSIS:

Unlimited modification allowed provided the requirements of GENERAL REGULATIONS OF THE MSA J5, Q19 and K are complied with excepting as modified by these regulations.

The standard floor pan, sills, door surrounds, bulkheads and roof (where applicable) must remain exactly as produced by the manufacturer in construction, dimension and material.

It is prohibited to cut any holes or remove any fixed panels from the standard floor pan, front or rear inner or outer wheel arches, front or rear bulkheads (engine to habitacle and habitacle to boot) for the purpose of mounting or giving clearance to suspension components. Inner wheel arches may only be modified to allow the attachment of shock absorber mountings.

It is only permitted to make holes for the passage of cables, fuel, water, oil, hydraulic, instrument or fire extinguisher line. All redundant holes must be covered with metal plates. Nothing must interfere with, conceal or negate 5.5.1.

Reinforcing of the chassis is allowed.

**5.5.1** Bulkheads and inner wings may only be modified to permit the clearance of the induction system. This shall be understood to include air induction ducting, manifolding, trumpets, ram pipes for engine carburation or fuel injection system only. A maximum clearance dimension of 75mm will be allowed.

## **5.6. BODYWORK:**

### **5.6.1. MODIFICATIONS PERMITTED**

**5.6.1.1. General:** Extensive modifications are permitted provided that, unless modified by these championship regulations, the requirements of GENERAL REGULATIONS OF THE MSA J5, Q19.1., Q19.2. and K are complied with.

#### **5.6.1.2. Interior: *Unrestricted except as modified below.***

- (a) The driver's seat is unrestricted but should incorporate a head restraint.
- (b) It is permitted to remove the floor carpets, underfelt, sound insulation, head lining, the rear seats, and the front passenger seats.
- (c) It is permitted to carry out modifications on the window winders, instrument panel and all the driving controls.

#### **5.6.1.3. Exterior:**

Additional frontal aerodynamic devices are permitted but must not project forward in excess of the original plan view or silhouette (excluding bumpers) by more than 350mm or exceed the external bodyshell wheel arch width extremities, and all such devices must be located entirely below the height of the wheel hub centres of the original car.

(a) Replacement of the front and rear wings and front body panels by lightweight material panels is permitted providing they exactly retain the standard silhouette in side elevation. Bonnet lid, boot lid and door panels may be replaced by lightweight material providing they exactly retain the original standard shape and outline.

NOTE: front is defined as a point forward of the baseline of the windscreen. Rear wing is defined as being in the area below the baseline of the windows and rearward of the line of the rear most side door opening.

- (b) The removal of all exterior chrome/decorative parts is allowed with the exception of the complete radiator grill and headlamp trim.
- (c) Suitable blanking covers may be substituted for headlights on all other vehicles. Brake/stop lights must be operational on all cars. The stoplights must only work as a result of applying the brakes and the fitting of any type of other switching device is prohibited.
- (d) Standard wings, if retained, may be modified by working the original metal and/or fitting wing extensions, which must be over the tyre in accordance with vehicle regulations.
- (e) It is permissible to cut holes in the rear wing extensions of 150sq.cm maximum to accommodate oil coolers. The holes must be parallel and vertical. Wheels and tyres must not be visible through the apertures.
- (f) Plastic is permitted for side or rear windows. Windscreens must be either laminated or of plastic minimum 4mm thick. Aeroscreens are prohibited.
- (g) Spoilers of standard dimensions and air dams are permitted below the level of the road wheel centres providing they do not protrude beyond the original coachwork in plan view, including bumper, grill etc.
- (h) It is prohibited to cut holes in any panels or windows unless specifically permitted.
- (i) A hole 15cm dia. approx. may be cut in the window next to the driver, for signaling and ventilation.
- (j) De-misting apertures are permitted in the rear window. They shall be in the form of holes or slots and shall only be positioned close to the top or sides, but not both.

#### **5.6.1.4. Silhouette:**

The bodyshell silhouette of the original production marque/model in side elevation **MUST** be retained above a horizontal line drawn through the front to rear road wheel-hub centres of the original car's specified ride-height - except for the silhouette profiles of engine and boot covers and rear boot deck, which may be raised by a maximum of 100mm above the manufacturer's original specification but with the original flat and curvature planes retained.

### **5.6.2 MODIFICATIONS PROHIBITED**

#### **5.6.2.1 General:**

The driver's seat positioning must be to one side of the internal bodyshell width centre line, so that at least 75% of the driver's seat is to one side of the width centre line of the vehicle.

#### **5.6.2.2 Interior:**

With the exception of the following 5.6.1.1, no modifications are allowed to internal body panels, chassis or unitary construction. The driver must sit on the same side as in the original car and be located completely to one side of the centre line of the car.

#### **5.6.2.3. Exterior:**

With the exception of the following 5.6.2.1, no modifications are allowed to external body panels, chassis or unitary construction.

#### **5.6.2.4. Silhouette:**

It is NOT permissible to depart from the original engine and boot cover profiles or rear boot deck height if the resultant outlines are beneath the original profile specifications.

The roof line profiles must not be altered.

The rake angle and dimensions of the original windscreen and rear window must be retained and the rear window must be transparent and in its original position.

Any original Aerofoils and other aerodynamic devices may be retained or fitted as per the specifications of the original car.

Aerodynamic devices at the rear of the cars must not extend more than 100mm beyond the rear of the original bodyshell at its rearmost point.

No part of any **non-original** Aerodynamic devices - rear wings and/or trim tabs - may exceed the height of the roof line of any car. In the case of otherwise eligible marques with "High Wing" models the original wing may be retained subject to there being no alterations whatsoever to any of the original specifications, dimensions, profiles and materials.

**5.6.2.5 Ground Clearance:** Must not be less than 4cm. No part of the underside or components thereof must come into contact with the ground should any tyre become fully deflated.

### **5.7. ENGINE**

#### **5.7.1. Permitted Modifications:**

The replacements of all mechanical components, other than the cylinder block or head, is permitted.

#### **5.7.2. Prohibited Modifications:**

The engine block and cylinder head must be externally identifiable as that fitted to the original homologated model. All these major components must remain in their original location as envisaged by the manufacturer within 5cm

#### **5.7.3. Location:**

The engine may be located and orientated as desired within these parameters and limitations.

For front engine cars the rearmost face of the gearbox (excluding tailshaft and any gearlever extension) must be forward of the wheelbase mid-point. For rear engine cars no part of the engine block casting may be forward of the wheelbase mid-point. In the case of the commercially produced car from which the vehicle is based being equipped with a front engine/rear gearbox configuration then such a configuration may be retained. If the gearbox is, however, in such cases, relocated to a conventional front engine/integral gearbox configuration then the limitation as detailed above must be complied with.

#### **5.7.4. Oil/Water Cooling:**

Unrestricted: Oil coolers and additional water radiators are permitted providing they are located within the periphery of the bodywork.

#### **5.7.5. Induction Systems:**

Forced injection is not allowed. Engines may be fitted with any combination or type of inlet manifold, irrespective of what was original equipment for the model. Air filters are free and optional. On engines with a plenum type induction system, it is acceptable to modify the inlet manifold to accept one injector per cylinder.

**5.7.6 Exhaust Systems:** Unrestricted.

**5.7.7 Ignition Systems:** Unrestricted

**5.7.8 Fuel delivery system :** Unrestricted

### **5.8. SUSPENSIONS**

**5.8.1. Permitted Modifications:** Unlimited modification permitted, including replacement by non-original specification parts except as detailed in 5.8.2.

#### **5.8.2 Prohibited modifications:**

Suspension is unrestricted, but standard pick-up points must be retained although not necessarily used. Additions or modifications of springs, shock absorbers and suspension heights are permitted.

The fitting of adjustable suspension components and Watts linkage is permitted. Rear sub-frames, used for suspension and brake components only, may be removed.

### 5.8.3. **Wheel Base/ Track:**

The wheelbase must remain as per original car within a tolerance of 5cm.

## 5.9. TRANSMISSIONS

5.9.1. **Permitted Modifications:** Unlimited modification permitted, including replacement by non-original specification parts, or total replacement by a non-original unit.

5.9.2. **Prohibited Modifications:** Differential and gearbox are unrestricted providing that they remain in the original location within 5cm. The differential casing must be externally identifiable as that fitted to the original homologated model. Transaxles are prohibited unless fitted to the original homologated model.

PROHIBITED MODIFICATIONS: Any form of traction control device other than limited slip or locked differentials.

5.9.3 **Transmission and Drive Ratios:** No Restriction

## 5.10. *ELECTRICS*

5.10.1. **Exterior Lighting:** MSA General Regulation J5.14. applies.

5.10.2. **Rear Fog Light:** A High Intensity rearward facing light must be fitted - see MSA General Regulation K5 in a position approved by the Eligibility Scrutineer. MSA General Regulation J5.14.1 applies

5.10.3 **Batteries:** The battery may be of non-original specification and be relocated as desired **within the provisions of GENERAL REGULATIONS OF THE MSA** K14.1.1(a) & J5.14.1.

5.10.4 **Generators:** All Cars with the exception of "Racing Cars" must be fitted with a working generator.

## 5.11. BRAKES

5.11.1. **Permitted Modifications:** Unlimited modification permitted, including replacement by non-original specification parts.

5.11.2. **Prohibited Modifications:** Unrestricted.

## 5.12. WHEELS/STEERING

5.12.1. **Permitted options:** Unlimited modification permitted including replacement by non-original specification parts. Competitors' attention is drawn to GENERAL REGULATIONS OF THE MSA J5.7. & J5.8.2.

5.12.2 **Prohibited Modifications:** Unrestricted

## 5.13. TYRES

5.13.1. **Specifications:** Proprietary Racing Tyres [treaded or slick] must be used.

5.14. **WEIGHTS:** There are no applicable weight restrictions.

## 5.15. FUEL TANK/FUEL

5.15.1. **Types:** Within the provisions of GENERAL REGULATIONS OF THE MSA J5.13 and K14.1.2. Fuel tanks positions are free.

5.15.2. **Fuel:** "Pump Fuel" - as defined in the 2012 MSA Technical Regulations.

## 5.16. SILENCING

5.16.1. **Specification:** Vehicles must be silenced in accordance with GENERAL REGULATIONS OF THE MSA J5.17.

## 6. APPENDICES:

The following commercial undertakings are not subject to the judicial procedures of either the Challenge series Stewards and/or the MSA/MSC.

6.1. Race Organising Club and other useful Contacts:

Race Organising Club Secretary:

SEMSEC: **John Baldwin**

49 Strangers Lane  
Canterbury  
Kent  
CT1 3XJ

Tel: 01227-763677 Between 6 and 9 PM only.

## **6.2. Commercial Undertakings:**

### Trade Support.

The organisers and championship promoters will be seeking trade support for this championship and competitors will be advised if support is obtained. Any additional awards may not be awarded retrospectively.

### Vehicle Decals and Overall patches.

Challenge vehicle stickers may be issued to registered competitors and these should be affixed to all vehicles in accordance with MSA GR H28, H29.1.2. and H29.1.3..

### Promotional activities.

Competitors competing in this challenge series are requested to make their vehicles available for promotional activities of the organising club.

# 2012 MERDIAN 14/16 CHALLENGE REGISTRATION FORM



**TO BE COMPLETED AND RETURNED WITH THE £35 (Standard) or £65 (to include 2011 SEMSEC Racing Club Membership) or £25 (Discounted if registering in another SEMSEC challenge/championship at full rate at the same time) or £15 (instalment scheme) REGISTRATION FEE (cheques payable to 'SEMSEC') TO:  
Dave Hammond, 40 Barberry Avenue, Davis Estate, Chatham, Kent, ME5 9TA**

Full Name of registering DRIVER			
Full Address (Driver)			
		Post Code:	
Telephone (Home)		Telephone (Mobile)	
Email Address			
MSA Competition Licence Status:		MSA Competition Licence Number:	
ENTRANT - Name/Title			
Full Address:			
Telephone:			
E-Mail:			
ENTRANT'S LICENCE DETAILS			
Class Entered <i>(as per Challenge Regulation 5)</i>		Transponder No (If Avail)	
Details of car:	Formula:	Steel Bodied  Forced Induction	Yes/No*
	Manufacturer:		Yes/No*
	Model:		
	Engine:		
	Engine capacity		
Current Competition Number on Car			If you also wish to apply for club South East Motor Sport Enthusiasts Club Racing membership using this form please tick this box and enclose a cheques for £35 (registration fee) plus £30 (discounted membership fee) = £65.00 payable to 'SEMSEC' <input type="checkbox"/>
The membership and registration fee can be paid by 5 monthly instalments of £15. The membership and registration will be valid from the date of the payment of the first instalment will lapse immediately any instalment is missed. The membership and registration cards will be held as security by the club and will not be forwarded to the competitor until all instalments are paid. The full outstanding balance of instalments must be paid 31 <sup>st</sup> October 2011. Tick this box if you wish to pay by instalments. <input type="checkbox"/>			

Please provide (ON REVERSE OF THIS FORM) some personal profile details of the driver: Age, marital status, occupation, business or profession, previous motor sport experience and successes if any:-

Declaration:

I have read and agree to be bound by the MSA Regulations and Regulations for the Championship(s) for which I am registering, and enclose my £35/£65 Registration Fee. (Cheques payable to SEMSEC please)

Signed ..... Date: .....

# SOUTH EAST MOTOR SPORT ENTHUSIASTS CLUB

## 2012 MEMBERSHIP APPLICATION FORM



I would like to apply for membership of the South East Motor Sports Enthusiasts Club.

### DETAILS OF APPLICANT

NAME		
ADDRESS		
POST CODE	EMAIL ADDRESS	
TELEPHONE NO.(HOME)	(WORK)	(MOBILE)

TYPE OF CAR(S) OWNED

### INTERESTS

COMPETITOR/OFFICIAL/MARSHAL (circle those appropriate)

Competition Car ..... Formula/ Type of race entered. ....

Championships (which registered for).....

Do you require copies of SEMSEC Championship regulations and registration forms      YES/NO (delete as appropriate)

If so which championships/Challenges. ....  
 (Sports Racing & Special Saloon/Intermediate Saloon & Production Sports Car/7 Type & Kit Cars/Single Seater/ SE Sports & Saloons/Sprint)

### TYPES OF MEMBERSHIP

JOINT RACING MEMBERSHIP & REGISTRATION	£ 65.00 (per annum)
Registration for additional championship/series	£ 25.00 (per annum)
RACING MEMBERSHIP	£ 45.00 (per annum)
NON RACING MEMBERSHIP	£ 15.00 (per annum)
MEMBERSHIP FOR MARSHALS	FREE * (subject to having signed on at as a marshal for SEMSEC during 2010 or 2011)

I enclose a cheque/postal order for £..... payable to the SOUTH EAST MOTOR SPORTS ENTHUSIASTS CLUB.

APPLICATION FORM ACQUIRED FROM:

**Please send all membership applications to the championship coordinator if applying with Challenge registration or, if applying for membership only to: Anthony Miles, Membership Secretary, South East Motor Sports Enthusiasts Club, Deerswood House, Beacon Road, Crowborough, East Sussex, TN6 1UD.**

The South East Motor Sports Enthusiasts Club is a company limited (Co. Reg. No.: 2879469) by the guarantee of its members up to a limit of £1.00



