

# South East Motor Sports Enthusiasts Club

## SEMSEC SALOONS & SPORTS CHAMPIONSHIP

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### 1. SPORTING REGULATIONS - GENERAL

#### 1.1 Title & Jurisdiction:

The 2010 SEMSEC Saloons & Sports Championship is organised and administered by the South East Motorsports Enthusiasts Club in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (SEMSEC), (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

MSA Championship Permit No. CHR CHR2010/096

Race Status: **National B**

MSA Championship Grade: **D**

#### 1.2. Officials:

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

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

##### 1.2.2. Licensed Eligibility Scrutineer:

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

##### 1.2.3. Championship Stewards:

Norman Redhead - Alan Povey - Duncan Welch.

#### 1.3. Competitor Eligibility:

1.3.1. Entrants must be fully paid up valid membership card holding members of SEMSEC and in possession of valid 2010 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 Championship and be in possession of valid MSA Competition (Racing) NATIONAL B (minimum) STATUS licence.

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

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

#### 1.4. Registration:

1.4.1. All DRIVERS must register as competitors for the championship by returning the Registration Form with the Registration Fee to the Co-ordinator prior to the Final Closing date for the first round being entered.

1.4.2. The Registration Fee is £35 payable separately or, £65 to include 2010 SEMSEC Racing Club Membership, payable to:- "SEMSEC"

1.4.3. Registrations will be accepted from 1st January 2010 until the closing date for entries to the penultimate round.

1.4.4. Registration numbers will be the permanent Competition numbers for the Championship unless races are amalgamated in which case competitors may be required to have a different competition number for the effected event.

## 1.5. Championship Rounds:

The championship will be contested over 14 rounds at Lydden Circuit and Brands Hatch as follows: -

| Date   | Circuit      | Organising Club | Format                                       |
|--|--------------|-----------------|--|
| Sat/Sun 27 <sup>th</sup> /28 <sup>th</sup> March | Brands Hatch | MSVR            | Double Header ( <i>categories combined</i> ) |
| Saturday 10 <sup>th</sup> April                  | Lydden       | SEMSEC          | Double Header                                |
| Sat/Sun 8 <sup>th</sup> /9 <sup>th</sup> May     | Brands Hatch | CSCC            | Double Header ( <i>categories combined</i> ) |
| Saturday 5 <sup>th</sup> June                    | Lydden       | SEMSEC          | Double Header                                |
| Saturday 10 <sup>th</sup> July                   | Lydden       | SEMSEC          | Double Header                                |
| Sunday 12 <sup>th</sup> September                | Brands Hatch | SEMSEC          | Double Header                                |
| Saturday 23 <sup>rd</sup> October                | Lydden       | SEMSEC          | Double Header                                |

## 1.6. Scoring:

1.6.1. Points will be awarded to Competitors listed as classified finishers in the Final Results for each race as follows:-

| Finishing position class | 1st | 2nd | 3rd | 4th | 5th | 6th | 7th | 8th | 9th | 10 <sup>th</sup> and below |
|--------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|----------------------------|
| Points awarded           | 24  | 20  | 16  | 14  | 12  | 10  | 8   | 6   | 4   | 2                          |

Plus one point for each competitor beaten in class.

1.6.2. The totals from all qualifying rounds less one round will determine final championship points and positions.

1.6.3. Ties shall be resolved using the formula in Q3.4. in the 2010 MSA Yearbook.

## 1.7. Awards:

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

1.7.2. Per Round: Trophies to:  
Class Winners if 3 or more starters in the class.  
2nd in class if 5 or more starters in the class.  
3rd in class if 8 or more starters in the class.  
Where classes have less than 3 starters they may be amalgamated

1.7.3. Championship: Trophy to:  
Overall Champion & Class Champion = Highest scoring Class Champion  
Trophies to:  
Saloon & Sports Champion  
Sports Racing, Seven Type Sports & Kit Car Champion  
Other Class Champions (Subject to 3 registered contenders in class scoring in at least 2 rounds)  
Class Runners-Up (Subject to 4 registered contenders in class scoring in at least 3 rounds)  
Class Third Place Driver (Subject to 6 registered contenders in class scoring in at least 3 rounds)

1.7.4. Bonuses:

The Championship 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 Johns 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 Championship Tables being revised after any provisional presentations and such revisions affect the distribution of any awards the Competitors concerned must return such awards to SEMSEC in good condition within 7 days.

## 2. SPORTING REGULATIONS - JUDICIAL PROCEDURES

**2.1. Rounds:** In accordance with Section C of the 2010 MSA Yearbook.

**2.2. Championship:** In accordance with Section C of the 2010 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 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 £350.00 however it is intended that the entry fee for most rounds will be between £195.00 and £335.00 depending of the venue, length and number of races.  
**Plus a £20 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 championship 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 12 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 (Lydden events) or pit lane exit (Brands Hatch event).

3.6.5. Any drivers unable to start the Green Flag lap or start are required to indicate their situation as per MSA Regulation Q 12.13.2 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 red lights will be switched on five seconds after the board is withdrawn.

In the event of any starting lights failure the Starter will revert to use of the National Flag.

### **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 and the results will be declared in accordance with MSA Regulation Q5.4.3, unless the Clerk of the Course in consultation with the Stewards deem it appropriate to restart the race.

### 3.8. Re-Scrutiny:

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

### 3.9. Assembly Area Safety:

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

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.

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

3.9.3. Refuelling: May only be carried out in accordance with the MSA Q13 Regulations, 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/pitlane.

### 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 purposes 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 Championship 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.

### 3.14. Operation of Safety Car;

## **Safety Car Regulations are as per Section Q Appendix 2.**

- 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 G5.2.17) 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/finish 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.
- 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.
- 3.14.7 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.
- 3.14.8 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 dictate the pace and, if necessary, fall more than five car lengths behind the Safety Car. 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.
  - (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 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 Championship:**

As per 2010 MSA Judicial Procedure Regulations plus:

Drivers excluded from a championship round for committing a driving offence will automatically lose 5 championship points, even if this results in a minus figure showing on the championship points table.

#### **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 2010 SEMSEC Saloons & Sports Championship is for Competitors participating in 2 or 4 wheel drive cars. Included are hybrid "closed" configuration Special "GT" cars or Special Saloons, modified saloons, Sports Cars, Sports Cars built for one make racing series and prototype sports cars up to 2000cc built on a one off basis and not available for commercial sale and sports racing Cars up to 2000cc. In respect of Silhouette GT Saloons and Steel Bodied Saloons - all cars must be based upon commercially produced 2 or 4 seat closed configuration with a minimum of 200 production run, for which the onus of proof shall rest with the competitor(s).

### Classes:

#### Category A - Intermediate Saloons & Sports Cars

(for saloons mass produced sports cars and excluding Seven Type Sports Cars, Production Kit Cars, Sports Racing Cars and Kit Cars and Sports Cars of limited Production runs)

- Class 1. Intermediate Saloons & Sports Cars up to 1400cc and all Roadgoing Intermediate Saloons & Sports Cars
- Class 2. Intermediate Saloons & Sports Cars over 1400cc and up to 1800cc
- Class 3. Intermediate Saloons & Sports Cars over 1800cc, all Forced Induction Intermediate Saloons & Sports Cars and 4 Wheel Drive Intermediate Saloons & Sports Cars on road tyres from MSA GR L List 1A or 1B).
- Class 4. Steel Bodied Super Saloons & Production Sports Cars, all Super Saloons & Sports Cars

#### Category B – Sports Racing Cars and Kit Cars

(for Seven Type Sports Cars, Production Kit Cars and Sports Racing Cars Up to 2000cc)

- Class 5. 7 Type Sports Cars up to 1600cc and motorcycle engined cars up to 1000cc – All cars in this class must run on tyres from lists MSA GR L 1A.or 1B.
- Class 6. 7 Type Sports Cars over 1600cc and up to 1850cc and motorcycle engined cars over 1000cc and up to 1500cc. All cars must run on tyres from MSA GR L List 1A & 1B..
- Class 7. 7 Type Sports Cars over 1850cc and motorcycle engined cars over 1500cc & Kit Cars and Sports Cars of limited Production runs excluding cars eligible for classes 5 & 6 - All cars in this class must run on tyres from lists MSA GR L List 1A.or 1B.
- Class 8. Global Lights, Radical Clubsports and Radical SR4's, & 7 Type Kit cars not eligible for classes 5, 6 or 7, & Kit Cars and Sports Cars of limited Production runs not eligible for classes 5, 6 or 7
- Class 9. Radical SR3's & Radical ProSports
- Class 10. Sports Racing, Sports Prototype Cars ,Clubmans Formula Cars, Sports Racing Cars with Motorcycle derived engines and one make sports cars specifically built and designed for racing (excluding cars eligible for class 8 or 9 )

For full technical regulations relating to each class/category see the specific category regulations that follow.

#### Category A is for:

**Intermediate Saloons & Sports Cars:** mass produced saloon or coupe cars which are or were available for sale to the general public through a recognised dealer network. Cars must have been derived 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. In addition **All Road Going Intermediate Saloon or Sports Cars** must hold a current MOT certificate and in a condition of obtaining such a certificate on the day of the event. Road Going Intermediate Saloon or Sports Cars and 4 Wheel Drive Intermediate Saloons & Sports Cars may only use tyres from MSA GR L List 1-A.

**Steel-bodied Super Saloons** must have a manufacturer's original steel bodyshell although doors, bonnet, and wings may be replaced in alternative materials complying with the MSA General technical and safety regulations and the following championship regulations boot

**Other Super Saloons & Sports Cars** - 2 wheel drive cars including hybrid "closed" configuration Special "GT" cars or Special Saloons. In respect of Silhouette GT Saloons and Steel Bodied Saloons - all cars must be based upon commercially produced 2 or 4 seat closed configuration with a minimum of 200 production run, for which the onus of proof shall rest with the competitor(s)..

#### Category B is for:

**Seven Type Sports Cars & Production Kit Cars** is for Competitors participating in 2 wheel drive kit Cars or sports cars available in kit form. All cars in this category must run on tyres from lists MSA GR L List 1A or 1B.

**Sports Racing Cars Up to 2000cc** is for Competitors participating in 2 wheel drive Sports Cars built for one make racing series and prototype sports cars up to 2000cc built on a one off basis and not available for commercial sale and sports racing Cars up to 2000cc

**Seven Type Sports Cars & Production Kit Cars** not running on tyres from lists MSA GR L List 1A or 1B in 2 wheel drive kit Cars or sports cars available in kit form.

### 5.3. SAFETY REQUIREMENTS:

The following articles of MSA General Regulations K Safety Criteria Regulations will apply 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., K 1.6.1 Vehicles covered], K2.1.2 or K2.1.3 Four Point or Six Point, K3.1.2 Table 3., K5., K6., K7., K8., K9., K10., K11., K12., K13., K14.

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.

**Steel-bodied Super Saloons, Other Super Saloons & Sports Cars, Seven Type Sports Cars & Production Kit Cars, Production Sports Cars:** It is permissible to remove passenger seats and encroach upon the space created within the constraints of other compulsory Safety and Eligibility Regulations. 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.

**Sports Racing Cars Up to 2000cc:** It is permissible to remove passenger seats and encroach upon the space created within the constraints of other compulsory Safety and Eligibility Regulations.

5.4.2. The use of proprietary racing tyres (slick or treaded) is permitted except for Road Going Intermediate Saloons & Sports Cars and 7 Type Sports Cars entered in category C (classes 5, 6 & 7), which must use tyres from MSA GR L List 1A & 1B.

5.4.3. Regulation J5.14.1 applies.

### 5.5 CHASSIS:

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

**Seven Type Sports Cars & Production Kit Cars, Production Sports Cars:** The basic construction type and material (e.g. a steel monocoque) must remain as standard.

**Intermediate Saloons & Sports Cars:** 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 5.5.2.1.

Reinforcing of the chassis is allowed.

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. (except Class D which can make no modifications to the bulkheads).

## 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.

#### **Intermediate Saloons & Sports Cars:**

- (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:**

**Steel-bodied Super Saloons, Other Super Saloons and Sports:** 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.

**Sports Racing Cars Up to 2000cc:** Unrestricted

**Seven Type Sports Cars & Production Kit Cars and Production Sports Cars::** Exterior - material of external body panels may be changed.

**Intermediate Saloons & Sports Cars:** 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. For Intermediate sports the silhouette as seen in side elevation must remain unaltered above the wheel hub centres of the original car, except for engine bonnet/cover and boot lid/rear deck.

. Sports cars may use detachable hard tops.

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) Two forward facing headlights must be operational for cars classified as Road-going or cars entered in class 8 whilst 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) Open cars with hoods may have them removed. Vehicles may run open or closed. If running closed, a rear window of plastic or safety glass is mandatory

- (l) It is prohibited to cut holes in any panels or windows unless specifically permitted.
- (j) A hole 15cm dia. approx. may be cut in the window next to the driver, for signaling and ventilation.
- (k) 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:

**Steel-bodied Super Saloons , Other Super Saloons and Sports:** 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 manufacturers original specification but with the original flat and curvature planes retained.

**Sports Racing Cars Up to 2000cc:** Unrestricted.

**Seven Type Sports Cars & Production Kit Cars, and Production Sports Cars:** Silhouette - aerofoils or spoilers are permitted.

**Intermediate Saloons & Sports Cars:** 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 manufacturers original specification but with the original flat and curvature planes retained.

### 5.6.2 MODIFICATIONS PROHIBITED

#### 5.6.2.1 General:

**Steel-bodied Super Saloons , Other Super Saloons & Sports Cars, Seven Type Sports Cars & Production Kit Cars, Production Sports Cars and Intermediate Saloons & Sports Cars:**

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

**Sports Racing Cars Up to 2000cc:** Unrestricted

#### 5.6.2.2 Interior: Unrestricted except as modified below.

**Intermediate Saloons & Sports Cars:** 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: Unrestricted except as modified below.

**Intermediate Saloons & Sports Cars:** 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:

**Steel-bodied Super Saloons, Other Super Saloons & Sports Cars:** 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 400mm 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.

**Sports Racing Cars Up to 2000cc & Seven Type Sports Cars & Production Kit Cars, Production Sports Cars:** Unrestricted.

**Intermediate Saloons & Sports Cars:** 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 400mm 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:

**Steel-bodied Super Saloons, Other Super Saloons & Sports Cars, Production Sports Cars:** Unlimited modifications are permitted, including total replacement by a non-original unit for the bodyshell Marque/Model. All engines MUST however have been derived from a Production Petrol car or motorcycle engine. Modification to all components is permitted.

**Sports Racing Cars Up to 2000cc:** Unlimited modifications are permitted, including total replacement by a non-original unit for the bodyshell Marque/Model. All engines MUST however have been derived from a Production Petrol car or motorcycle engine. The capacity limit for all cars in this category is 2000cc. Modification to all components is permitted.

**Seven Type Sports Cars and Production Kit Cars:** Unrestricted.

**Intermediate Saloons & Sports Cars:** The replacements of all mechanical components, other than the cylinder block or head, is permitted.

**5.7.2. Prohibited Modifications:** Unrestricted except as modified below.

**Intermediate Saloons & Sports Cars:** 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:**

**Sports Racing Cars Up to 2000cc, Steel-bodied Super Saloons, Other Super Saloons & Sports Cars and Intermediate Saloons & Sports Cars:** 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.

**Seven Type Sports Cars & Production Kit Cars, Production Sports Cars:** Must remain in the same basic position (e.g. front) as standard, although localised relocation is permitted.

**5.7.4. Oil/Water Cooling:**

**Steel-bodied Super Saloons, Other Super Saloons & Sports Cars, Production Sports Cars and Intermediate Saloons & Sports Cars:** Unrestricted: Oil coolers and additional water radiators are permitted providing they are located within the periphery of the bodywork.

**Sports Racing Cars Up to 2000cc & Seven Type Sports Cars and Production Kit Cars:** Unrestricted.

**5.7.5. Induction Systems:**

**Sports Racing Cars Up to 2000cc, Steel-bodied Super Saloons, Other Super Saloons & Sports and Seven Type Sports Cars and Production Kit Cars:** Induction systems are unrestricted except as modified below.

"Equivalency factors" :-

Forced Induction = 2:1  
Rotary Engines = 1.8:1

**Intermediate Saloons & Sports Cars:** Forced injection is allowed. Forced induction systems are only acceptable on models originally fitted with such a system. However, forced induction systems can be removed and replaced with carburetors or fuel injection systems and the model reclassified. All forced induction engines must be fitted within the original equipment manifolds, superchargers and turbo units.

However, use of a similar design pattern replacement turbo unit provided it is of the same capacity as original is acceptable. Boost pressure is free and water injection is permissible. A pattern aftermarket exhaust manifold may be used providing it is externally the same as the original.

**INTERCOOLERS:** Dual valve turbo engines may use a single non-standard intercooler provided it fits within the periphery of the car's bodywork. Multi-valve engines must use the standard original intercooler for the model.

**INDUCTION SYSTEMS:** All normal aspirated 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:** Unrestricted except as modified below.

**Intermediate Saloons & Sports Cars:** 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:** Unrestricted except as modified below.

**Intermediate Saloons & Sports Cars:** 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:** Location of gearbox and or final drive or transaxle is unrestricted except as specified in 5.9.2.1 and 5.7.3.

**5.9.2.1. Intermediate Saloons & Sports Cars:** 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:** No Restrictions. Electrical generators may be discounted or removed.

## 5.11. BRAKES

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

### 5.11.2. Prohibited Modifications:

**Steel-bodied Super Saloons , Other Super Saloons & Sports Cars, Sports Racing Cars Up to 2000cc and Intermediate Saloons & Sports Cars:** Unrestricted.

**Seven Type Sports Cars & Production Kit Cars, Production Sports Cars:** Must not be fitted with Anti-Locking braking devices unless a Production Car with the device fitted as standard equipment by the manufacturer.

## 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:** Tyres in compliance with MSA General Regulations L lists 1A or 1B or proprietary Racing Tyres [treaded or slick] must be used. **Road Going Intermediate Saloon or Sports Cars** may only use tyres from MSA GR L List 1A.

**Intermediate Saloons & Sports Cars:** Maximum wheel width limits apply to capacities:

|                          |        |                          |      |
|--------------------------|--------|--------------------------|------|
| Up to 1300cc             | 10in   | exceeding 2000 to 3000cc | 13in |
| Exceeding 1300 to 1600cc | 10.5in | exceeding 3000 to 4000cc | 14in |
| Exceeding 1600 to 2000cc | 11.5in |                          |      |

**Category B - Seven Type Sports Cars & Production Kit Cars** All cars in this category from lists MSA GR L List 1A.or 1B..

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 2010 MSA Technical Regulations.

## 5.16. SILENCING

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

## 5.17. NUMBERS/DECALS

5.17.1. **Positions:** MSA General Regulation J applies regarding competition numbers and backgrounds which must be displayed to the satisfaction of the Timekeepers.

## 6. APPENDICES:

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

### 6.1. Race Organising Club and other useful Contacts:

#### **Race Organising Club Secretary:**

SEMSEC: Ken Greenfield  
Greenfields  
16 Saxonbury Close  
Crowborough  
East Sussex  
TN6 1EA

Tel: 01892 652509 - Evenings between 7.30 and 9 pm only

### 6.2. Commercial Undertakings:

#### 6.2.1. 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.

#### 6.2.2. Vehicle Decals and Overall patches.

Championship vehicle stickers will 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.

#### 6.2.3. Promotional activities.

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

# 2010 SEMSEC, SALOON & SPORTS CHAMPIONSHIP

## REGISTRATION FORM.

TO BE COMPLETED AND RETURNED WITH THE £35 (Standard) or £65 (to include 2010 SEMSEC Racing Club Membership) REGISTRATION FEE 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)   |  |
| Telephone (Work)   |  | Email Address  |  |
| MSA Competition Licence Number:  |  | Transponder No (If Avail)  |  |
| ENTRANT - Name/Title   |  |  |  |
| Full Address:  |  |  |  |
| Telephone:   |  | E-Mail:  |  |
| ENTRANT'S LICENCE NUMBER   |  |  |  |
| Class Entered (as per Championship Regulation 5)   |  | Current Competition Number on Car  |  |
| Details of car:      Formula:<br>Manufacturer:<br>Model:<br>Engine:<br>Engine capacity   |  | Steel Bodied<br>Forced Induction<br>Roadgoing<br>Sports Racing<br>Special Saloon/Sports Car<br>Seven Type or Kit Car<br>Production Sports Car<br>Intermediate Saloon or Sports | Yes/No*<br>Yes/No*<br>Yes/No*<br><input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/>  |
| I wish to apply for SEMSEC 2010 Racing Membership with this Championship Registration  |  | Yes/No   | Note: If you are not already a 2010 SEMSEC Racing member you will need to apply for racing membership of the club, however by paying the £65 registration fee 2010 SEMSEC racing membership is included offering a saving over separate registration and membership. |
| <b>NOTE: IF APPLYING FOR MEMBERSHIP YOU MUST ALSO FILL OUT A MEMBERSHIP APPLICATION FORM AND RETURN IT WITH THIS REGISTRATION FORM</b> |  |  |  |

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: .....