

A. ORGANISATION

Organisers of any Sprint, Hill Climb or Drag Race must comply with the Common Regulations for Organisers (Section B) and the following:

1.1. Permits for Sprints, Hill Climbs and Drag Races are issued at the sole discretion of the MSA, and are dependant upon a valid track licence being in existence.

1.1.2. A club will only be allowed to organise events up to National 'A' status, unless the MSA have specifically approved an application for higher status.

1.1.3. The appropriate local hospital authorities shall be notified as to the date and time of the event, including practice.

1.1.4. MSA licensed Clerks of the Course Timekeepers and Scrutineers, appropriate to the grade of the event, must be appointed.

1.2. Clerk of the Course Licence. In the case of all Sprints or Hill Climbs, the Clerk of the Course must hold a CofC licence issued by the MSA valid for that grade of meeting.

1.2.1. For Criteria see Section AA in Officials' Yearbook.

1.2.2. At all National 'A' and above events, there should be at least one, but not more than two, licensed Deputy/Assistant Clerks of the Course, in addition to the Clerk of the Course.

1.2.3. At all other events it is recommended that there should be at least one, but not more than two, Deputy/Assistant CofCs in addition to the CofC.

***2.1. Practice.** With the exception of Drag Races all competitors must receive the following opportunities for practice [9.4.8]:

(a) Where the course including the braking area is straight, two practice runs.

(b) Where the course and braking area is not straight, and before the competitive runs, drivers are also permitted to either (i) walk the course or (ii) drive over it at a non-competitive speed, two practice runs. SRs must state whether option (i) or (ii) is to be adopted.

(c) In all other cases, three practice runs.

(d) At closed circuit speed events (b) or (c) applies and one lap constitutes one practice run.

2.2. Where practice times are not required for the purpose of arranging the order of competing, such times will be unofficial.

Failure to record a time in such a case, for whatever reason, will not automatically qualify the competitor concerned to a re-run, but this may be authorised by the Clerk of the Course.

***3.1.** The SRs will specify:

(a) The starting signal.

(b) The method of timing.

(c) When timing commences.

3.2. Cars shall be started from a standing start with the engine running. No car shall be started whilst there is an obstruction in its path either on the course or in the braking area after the finish, unless the track licence allows more than one car to be on the course at the same time.

3.2.1. Vehicles starting singly or in line abreast shall be placed as follows:

(a) When start timing is activated by a light beam, the vehicle must be stationary with the part which operates the timing apparatus 10cm behind the starting line.

(b) If the timing is not recorded automatically, with that part of the front tyres which is in contact with the ground resting upon the starting line.

***3.3.** The finishing line will be clearly indicated.

4. FLAG SIGNALS

Flag signals will normally be restricted to a Red flag at each post. Marshals should be briefed as to halting a competitor in the event of an incident in accordance with 9.3.7.

4.1. At Sprints at race circuits other flag signals as specified in J 5 may be used provided their use is clearly defined in the SRs.

5. MEDICAL AND RESCUE REQUIREMENTS

5.1. AMBULANCE AND STAFF. The Organisers in conjunction with the Chief Medical Officer will ensure that during practice sessions and competition the following are in attendance:

5.1.1. Adequate first-aid staff (e.g. members of St. John Ambulance Association, British Red Cross Society or St. Andrew Ambulance Association).

5.1.2. Ambulances should be equipped with basic resuscitation equipment and, if possible, a Casualty Immobiliser for handling a patient over difficult terrain. These ambulances to be reserved for use in connection with casualties arising from the competition.

5.1.3. It is important that the ambulance be so equipped that essential equipment does not have to be taken from any other Emergency Vehicle.

5.2. The minimum requirements are as follows: All Speed Events and Drag Races, (including practice) – one Doctor (or one MSA Registered Paramedic [S 4.1.1, S 4.1.2]) and one ambulance.

5.2.1. At all National 'A' Hillclimbs and Sprints, except in cases of force majeure, at least one licensed Race Rescue Unit and crew must be present. The Rescue unit and the Ambulance must be positioned to ensure unobstructed access to the course.

5.2.2. At all other Speed Events, a licensed Rescue Vehicle is recommended, but as a minimum there must be at least one emergency vehicle equipped with:

- Grappling hooks.
- Bolt cutters.
- Pipe cutters capable of severing chassis tubes.
- Tin snips.
- Hacksaws complete with quantity of blades.
- Pad saw complete with quantity of blades.
- Spanners.
- Fire resistant blanket.
- Industrial gloves.

If it is not possible to obtain ready vehicular access to all parts of the course, this rescue equipment must be duplicated as appropriate.

5.3. In an emergency, the Chief Medical Officer may, at his discretion, designate as an ambulance any vehicle he deems adequate for this purpose.

5.4. When public attendance is expected suitable arrangements must be made by the Organisers for dealing with the first-aid requirements of spectators not arising from the event.

6. TIMEKEEPERS

6.1. Whenever possible, there shall be at least two timekeepers at all speed events [C 7.2.5, C 7.2.8].

B. COMPETITORS

Competitors in all Sprints, Hill Climbs and Drag Races must comply with the Common Regulations for Competitors (Section E) and the following:

***7.1.1.** Cars must be presented for scrutiny and practice at the times specified in the SRs. Any Scrutineering Ticket relating to a previous event must be removed before presentation of the car for scrutineering.

7.1.2. Any competitor not reporting as instructed, may be fined, excluded or may forfeit any claim to a favourable starting position.

7.1.3. Cars competing in Hill Climbs and Sprints must comply with Technical Regulations 10–13 and E 12.

7.1.4. In conjunction with signing on, the following must be produced for approval: Competition Licences for Entrant/Driver valid for the event.

7.1.5. For a driver to compete in a Racing or Sports Libre car manufactured after 31/12/60 of more than 2000cc (or 1428cc if forced induction), he must hold a 'Speed National 'A' (OPEN) or Race National 'A' licence [E 2.15.5], unless the car is currently licensed for use on the public highway, and competes in the event in a road legal condition.

7.1.6. (i) Competitors must declare on their entry form whether or not they have ever held a valid RTA licence.

(ii) Competitors who have never held a valid RTA licence and who do not have any qualifying signatures towards upgrading on their competition licence may be specifically observed at the event.

8. Licence Retention and Upgrading

8.1. See Section E 2.15.5, 2.15.6.

9. Scrutineering

9.1.1. No car may be driven in the event until it has been approved by an MSA Scrutineer of the Meeting.

9.1.2. If, after approval, any car is dismantled or modified in a manner that may affect its safety or eligibility, or it is involved in any incident which is likely to have a similar effect, or any aerodynamic device is added or removed, it shall be represented for approval.

9.1.3. The entrant shall be responsible for seeking such fresh approval.

9.1.4. Any car involved in an incident which is unable to proceed shall not be touched by any person other than officials without the specific approval of the Clerk of the Course.

Furthermore, the driver concerned may not drive again without the approval of the Medical Officer in Charge.

9.1.5. Any car involved in an accident shall not be taken away from the course without the prior authority of the Clerk of the Course.

***9.1.6.** The SRs for all Hill Climbs and Sprints should specify if timing is being activated by a light beam. In this case competitors must be reminded that a timing strut in accordance with 10.12.1 is required.

9.1.7. All cars competing in Hill Climbs or Sprints must be presented for scrutineering with a valid MSA Log Book or an MSA Recognised Vehicle Identity Document unless the car is currently licensed for use on the public highway and is competing in a road legal condition or is currently used in circuit racing and is entered in an event on an occasional basis only. The onus of proof rests with the competitor.

9.1.8. Any alteration or modification made to the vehicle, or any amendment to the original details shown in the vehicle log book, must be in accordance with the prescriptions of E 11.

9.1.9. Vehicles other than those used for Drag Races may be liable to annual inspection by a Technical Commissioner or designated Scrutineer if:

- (a) Fitted with an engine of a greater capacity than that with which it was constructed; and/or
- (b) Altered or modified to cause a change in classification.

9.2. Drivers

9.2.1. Throughout practice and the competition a driver must wear clothing, helmet and goggles complying with Q 9, Q 10 and Q 11 or where appropriate the specific class regulations for Drag Races. All these items must be produced for inspection and approval at Scrutineering.

9.2.2. Only the driver may be in a car during the competition or practice.

9.2.3. A driver may drive any number of cars for which an entry has been accepted by the organisers, unless the SRs specify a limit.

9.2.4. The same car may not be entered to compete for the same award more than twice, and then only provided it is driven by different drivers.

9.2.5. Numbers. Cars will be identified by means of a competition number, allocated by the organisers, which must be visible from each side of the vehicle and displayed on a contrasting background in a proper and durable way, acceptable to the Chief Timekeeper of the day.

9.2.6. Competition numbers must be covered at all times whilst driving on the public highway.

9.3. Paddock and Track Regulations

9.3.1. The spinning of wheels (tyre warming) will only be permitted in a designated area and which should be clearly defined.

9.3.2. Any car unable to complete the course shall be stopped well clear of the course and shall not be moved without prior permission from the Clerk of the Course.

9.3.3. No competing car shall be driven in the reverse direction of the track except under official supervision.

9.3.4. Refuelling and work upon the cars, other than by a driver or officials, may be carried out only in the paddock unless the Clerk of the Course specifically authorises otherwise.

9.3.5. Not more than two persons, in addition to the driver, may be in the starting area at any time in attendance on one car.

9.3.6. Except while on the track no competing car shall be driven at a speed exceeding 10 mph without the specific permission of the Clerk of the Course.

9.3.7. (a) In Hillclimbs If the Red flag is displayed, competing cars should come to a standstill when practicable, and await further instructions from the marshals [4].
(b) In Sprints if the Red flag is displayed, competing cars should come to a standstill when practicable and await further instructions from the marshals, but J 16.1(j) may apply if the SRs specify that it is applicable.

9.4. Starting and Practising. Cars will start as specified.

9.4.1. Sprints and Hill Climbs: Singly.

9.4.2. The number of vehicles on a track at any one time is that permitted by the track licence.

9.4.3. The starting order will be in classes as determined by the organisers, unless the SRs specify otherwise.

9.4.4. A competitor who makes a false start by not correctly complying with the starting signal will be penalised by the addition of one second to his time. This penalty will not incur points or be recorded on a competition licence.

9.4.5. In Hill Climbs or Sprints on sealed surfaces, should a competitor make an unsatisfactory start, and provided that neither of the rear wheel centres have crossed the Start Line, he may be permitted a Re-Start.

9.4.6. Drivers will be under Starter's orders when instructed by an official to proceed to the Start Line. If a competitor takes undue time to comply the Clerk of the Course may specify that he comes forward within two minutes or he will forfeit his run.

9.4.7. After crossing the finishing line, competitors must slow down as appropriate and proceed as instructed.

9.4.8. If a driver has not previously competed over the course within the preceding four weeks, he must make at least one observed practice run in the car to be raced [2.1].

The Stewards of the Meeting have power to waive this requirement in the case of a driver who has practised in at least one car or can give satisfactory evidence of his familiarity with the course and any other car in which he is entered to compete but has not practised.

9.5. Results (Not applicable for Drag Races)

9.5.1. Each driver shall be given two runs in the same car in each class entered, the faster run to count for the results, unless the SRs specify otherwise.

9.5.2. As between two competitors the more meritorious performance will be that of the competitor who has covered the course in a lesser time.

9.5.3. A competitor's time will be credited only if:

- (a) All four wheels of the car are on the track when it crosses the finish line.
- (b) The run is made during the period provided for cars in the appropriate class and not more than the appropriate number of timed runs have been made.
- (c) At events where more than one car starts simultaneously, the competitor has correctly complied with the starting signal.
- (d) The vehicle completes the correct course without outside assistance.

***9.5.4.** If the boundaries of the track are indicated by temporary markers, the SRs shall specify if any and what penalties apply for striking a marker or crossing a given line.

9.5.5. To be classified as a finisher in the competition a competitor must have completed at least one timed run.

9.5.6. Only an equal number of runs for all competitors in the same class will be counted. In the event of a tie between two or more competitors, the results of the next fastest run recorded by the competitors concerned shall be compared, and so on.

9.5.7. If through his own error a driver fails to record a time he shall not be entitled to a re-run.

9.5.8. In other circumstances (e.g. baulking) a re-run may be granted by the Clerk of the Course who may order any penalties incurred in the initial run are applied to the re-run.

9.6. Judges may be appointed to adjudicate on:

- (a) Unsatisfactory or False Starts.
- (b) Not following correct course, or touching marker.
- (c) Baulking.
- (d) Noise.

C. TECHNICAL

In addition to complying with E 12, all vehicles competing in Sprints, Hill Climbs or Drag Races must comply with the following as appropriate:

Sprint & Hill Climb Vehicles

10. All Sprint & Hill Climb vehicles must comply with the following:

10.1. Safety

10.1.1. Roll-over Safety Bars Q 1 except for cars of periods A – E (Section P)

- (a) Roadgoing Production and Roadgoing Specialist Production, Q 1.5.1 or Q 1.5.2 recommended.
- (b) Modified Production Cars must comply with Q 1.5.1 or Q 1.5.2.
- (c) Hill Climb Supersports Cars must comply with Q 1.5.4.
- (d) Sports Libre Cars must comply with: L 14.1.(b) – Q 1.5.4; L 14.1.(c) – Q 1.5.2; L 14.1. (a) and (d) to (f) – FIA International Regulations.
- (e) Racing Cars must comply with Q 1.5.3.

10.1.2. Seating and Seat Belts – Except for cars of periods A – E (Section P).

- (a) Roadgoing Production and Roadgoing Specialist Cars Front seats may be replaced by fully trimmed competition versions in the interests of safety.
- (b) Roadgoing Production and Roadgoing Specialist Production must comply with Q 2.1.1.
- (c) Modified Production Cars must comply with Q 2.1.2.
- (d) Hill Climb Super Sports Cars, Sports Libre Cars and Racing Cars must comply with Q 2.1.3.

(e) With the exception of Racing Cars the driver must sit on the same side as in the original car unless period defined.

10.1.3. Head restraints (Q 13) Mandatory for all cars except for cars of periods A – E (Section P).

10.1.4. Fire Extinguishers – Q 3.1.2 (a) recommended – for discharge into cockpit and engine compartment.

10.2. Body

10.2.1. Ground clearance 4cm minimum.

10.2.2. Windscreen/Glass

- (a) Windscreens are mandatory for all closed vehicles. They are free for open vehicles.
- (b) Laminated windscreens, lamp glass security and rear view mirrors are not required unless specified in SRs or where there is a possibility of one car overtaking another.
- (c) Windscreen wipers must be operative on all cars with windscreens.

10.3. Engines

10.3.1. Forced induction equivalence 1.4.

10.3.2. Rotary engine equivalence 1.5. Forced induction rotary equivalence (1.4 x 1.5) = 2.1.

10.3.3. Must be provided with a means of starting which does not involve push starting except in the case of force majeure, unless period defined.

10.3.4. Undertrays. Must be provided with drainage holes to prevent accumulation of liquids.

10.3.5. Oil Systems – Catch tank capacity – minimum one litre.

10.3.6. Silencing. All cars must comply with E 12.17.

10.4. Wheels and tyres

10.4.1. Must have any nuts securing road wheels, except those of centre lock type, of steel and in thread contact over a minimum length of 1.5 bolt/stud diameters. Extended or composite wheel bolts/studs are prohibited.

10.5. Fuel

10.5.1. Roadgoing Production, Roadgoing Specialist Production, Modified Production and Hill Climb Super Sports Cars. Pump fuel is mandatory. Only air may be mixed with the fuel as an oxidant.

10.5.2. Sports Libre and Racing Cars. Only pump fuel or methanol may be used. When using methanol, the addition of 10% by volume of Propanone is allowable (Note E 12.13.5).

10.5.3. Must be equipped with an effective method of stopping fuel supply operable by the driver when normally seated and seat belts secured.

10.5.4. Permitted additives may be added in accordance with Section P. Electrically powered vehicles are permitted. Alternative fuels may be permitted subject to MSA approval.

10.5.5. Q 6 recommended.

10.6. Electrical

10.6.1. Must be equipped with an Ignition Cut-off switch having positive "On-Off" positions clearly marked. The ignition cut-off system must be operable by the driver when normally seated with seat belts secured. It must also isolate electric fuel pumps.

10.6.2. Lighting equipment is not required unless the vehicle is currently licensed for use on the public highway and competed on the event in a road legal condition.

10.6.3. An external circuit breaker to Q 8 is mandatory for all cars except open cars of periods A – E (Section P) and cars licensed for road use (when it is recommended).

10.7. Brakes

10.7.1. The braking system on all four wheels must be capable of demonstrating its efficiency without impairing the drivers control when tested immediately prior to the event.

10.7.2. Brake balance adjusters must not be available for adjustment during running.

10.8. Transmission

10.8.1. Roadgoing Production, Roadgoing Specialist Production, Modified Production Cars. Reverse gear must remain operable at all times.

10.8.2. Hill Climb Super Sports, Sports Libre and Racing Cars. Reverse gear is not required.

10.8.3. Q 12 recommended for all front engined vehicles.

10.9. General

10.9.1. Timing Struts – Where timing is activated by a light beam, the vehicles will be fitted at the front with a vertical timing strut. The strut will be in matt black over its total area (254mm x 51mm, + 1mm/- 0mm). The bottom of the strut will not be more than 200mm from the ground and the top not less than 454mm from the ground. No other, or further forward, part of the vehicle may interrupt these dimensions or actuate the timing.

10.10. Categories.

Categories and classes are free but must be stated in the SRs. The following are recommended and where used must comply with the regulations printed below in L 11 to L 15 respectively.

10.10.1. Roadgoing Production Cars. Cars complying with L 11.

10.10.2. Roadgoing Specialist Production Cars. Cars complying with L 11.

10.10.3. Modified Production Cars. Cars complying with L 12.

10.10.4. Hill Climb Super Sports Cars. Cars complying with L 13.

10.10.5. Sports Libre Cars. Cars complying with L 14.

10.10.6. Racing Cars.

Cars complying with L 15.

10.10.7. The MSA retains the sole discretion to determine the category into which a vehicle should be categorised, should there be any doubt.

10.10.8. The onus of responsibility for the eligibility of competing vehicles lies with the competitor.

11. REGULATIONS FOR ROADGOING PRODUCTION CARS AND ROADGOING SPECIALIST PRODUCTION CARS**11.1. Description**

11.1.1. Roadgoing Production Cars. Saloons and Sports Cars produced in quantities of not less than 1000 per annum.

11.1.2. Roadgoing Specialist Production Cars. Cars with a minimum annual production of 20 chassis which do not qualify under 11.1.1.

11.2. Cars must compete in an event in a road legal condition.

11.3. Chassis

Manufacturers original chassis structure and specification of construction, dimensions and material. Roll cages must not accept or assist any direct suspension loads.

11.4. Body (including aerodynamics)

11.4.1. Silhouette of the vehicle must remain unaltered in construction, dimension and material. The silhouette will be taken in the condition in which the car competes (convertible closed cars competing with the hood or top not erected shall have the silhouette determined in that condition)

11.4.2. Engine bonnet/cover and luggage/boot cover may be replaced with an alternative material.

11.4.3. Laminated windscreens permitted but all other glass may not be replaced by another material.

11.4.4. Wheel arch extensions and bonnet louvres are permitted provided the silhouette continues to comply with 11.4.1 above.

11.4.5. Aerodynamic devices may be fitted provided the silhouette continues to comply with 11.4.1 above.

11.4.6. Interior trim must remain fitted (except floor carpets/mats).

11.4.7. All working equipment fitted as standard (heater, window mechanisms, sunroof, door handles) must remain operable at all times.

11.5. Engines

11.5.1. Roadgoing Production Cars – the cylinder block and cylinder head must remain in the original position and be of the original type and material. Induction is free (forced

induction equivalency applies L 10.3.1) as are exhaust systems but it must remain in the same capacity class as the original car or the manufacturers specified option for the model and engine.

11.5.2. Roadgoing Specialist Production Cars – the cylinder block and head must be of a make and type produced in at least 5000 identical units originally available through the normal commercial channels of a vehicle manufacturer.

11.6. Wheels and tyres

11.6.1. Wheels are free.

11.6.2. Tyres to R 3.1.1 List 1A.

11.7. Suspension

11.7.1. Suspension configuration must remain standard.

11.8. Transmission

11.8.1. Roadgoing Production Cars.

(a) The gearbox and differential casing must be of the original type and material and remain in their original position.

(b) The method of gear selection must remain standard (sequential selection only where fitted as standard).

12. REGULATIONS FOR MODIFIED PRODUCTION CARS

12.1. Description

Production cars modified to the following regulations.

12.1.2. The vehicles must have been originally available through the normal commercial channels of the manufacturer in quantities of not less than 100 vehicles within 12 consecutive months.

12.1.3. Vehicles produced in lesser quantities may be admitted subject to the manufacturer obtaining approval from MSA.

12.1.4. Cars in L 14.1 (d) to (f) are prohibited from this category.

12.2 Safety. See section 10.1.

12.3. Chassis

12.3.1. The chassis or unitary construction must remain to the manufacturer's original specification in construction and material within the wheel hub centres. Re-positioning of suspension pick-up points and engine mountings are permitted.

12.3.2. Inner wheel arches only may be modified to allow the attachment of damper mountings.

12.3.3. It is only permitted to make holes for the passage of cables, fuel, water, oil, hydraulic, instrument or fire extinguisher lines as per Vehicle Regulations. All redundant holes must be covered with metal plates.

12.3.4. Reinforcing of the chassis is allowed.

12.3.5. Bulkheads or inner wings may 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 7.75cm will be allowed for any protrusion, only in the engine compartment.

12.4. Bodywork (including aerofoils)

12.4.1. 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.

12.4.2. The doors, engine, bonnet/cover, luggage compartment cover, boot lid/rear deck or bodywork not forming part of the unitary construction may be changed for ones of different material, but must be of the same shape and dimensions. Wheel arch extensions are free.

12.4.3. Alternative materials may be used for external mudguards, if attached by bolts and/or rivets.

12.4.4. Detachable hardtops are permitted providing the silhouette remains unaltered.

12.4.5. Plastic is permitted for side and rear windows. A hole approximately 15cm diameter may be cut in the window next to the driver for signalling or ventilation.

12.4.6. Demisting apertures are permitted in the rear window. They must be in the form of holes or slots and be positioned close to the top or sides, but not both.

12.4.7. Open car with hoods may have them removed. Vehicles may run open or closed. If running closed, a rear window of safety glass or plastic of minimum thickness 4mm is mandatory.

12.4.8. Tonneau covers are permitted providing they are of flexible material and were originally specified for the vehicle.

12.4.9. It is prohibited to cut holes in any panel unless specifically permitted.

12.4.10. Front spoilers/air dams/splitters are permitted below the level of the road wheel centres, up to 15cm beyond the overall plan periphery of the existing bodywork, excluding bumpers. Rear spoilers are permitted within the overall plan periphery of the original vehicle excluding bumpers. A rear spoiler is a raised surface of opaque material integral with the rear deck with no gaps or openings in the surface, front or rear, and not exceeding half the vertical height of the original rear window fitted into the vehicle, measured at the centre of the original window.

12.4.11. No part of the car, excluding a front spoiler if fitted, may touch the ground when any tyre is deflated.

12.4.12. It is permitted to remove the floor carpets, underfelt, sound insulation throughout the car, the rear seat, the passenger's front seat and the head lining.

12.4.13. It is permitted to carry out modifications to window winders, instrument panels and all driving controls.

12.5. Engine

12.5.1. The engine block must be externally identifiable as that fitted to the original model or specified option and it must remain in the same capacity class as the original car or the manufacturer's specified option for the model and engine. Modification to all components is permitted.

12.5.2. With the exception of any engine fitted to a vehicle complying with 12.1.2, it must be of a make and type produced in at least 5,000 identical units and fitted to a vehicle originally available through the normal commercial channels of a vehicle manufacturer.

12.5.3. Induction system free.

12.5.4. Oil coolers, dry sump lubrication systems or additional water radiators are permitted within the periphery of the bodywork.

12.5.5. Must be capable of being started from an on-board power source operable by the driver when seated normally.

12.5.6. Engine and transmission must remain in a similar position within the vehicle and in the same position relative to each other as in the original model.

12.6. Transmission

Transmission layout to remain as original.

12.6.1. Gearbox free.

12.6.2. Driven axle(s) free (see 12.7.3).

12.7. Suspension

12.7.1. Additions and modifications to springs, shock absorbers or suspension height are free.

12.7.2. The original type of suspension must be maintained (e.g. twin wishbone set-up cannot replace a single wishbone suspension; a sliding pillar cannot be replaced by a MacPherson strut; a trailing link cannot be replaced by wishbones or coaxial springing).

12.7.3. A live rear axle may not be replaced by an independent system or De Dion.

12.7.4. A live rear axle is allowed location links. If lever-arm shock absorbers are an original fitment, they may be replaced by a single location link.

12.7.5. Suspension pick-up point positions may be altered, providing the suspension system is maintained as being the original type.

12.7.6. Road springs are free.

12.7.7. The wheelbase must be to the dimensions of the original vehicle, plus or minus 2% or 5cm whichever is the greater.

12.8. Electrical

12.8.1. Electrics are free.

12.8.2. Electrical generators may be disconnected or removed.

13. REGULATIONS FOR HILL CLIMB SUPERSPORTS CARS

13.1. Description:

Sports Racing Cars with restricted modifications as follows:

13.2. Chassis – Front Engine Cars

13.2.1. The engine and gearbox must be located in front of the rear axle line and the centre of the rearmost engine spark plug hole must not be less than 914mm in front of the rear axle line.

13.2.2. Chassis tubes may encroach upon the minimum internal cockpit width of 812mm providing they only extend diagonally from the body sides and/or the top of the safety rollover bar, or if tubes are longitudinally placed for the purpose of creating a division between driver and passenger space, and also for the purpose of supporting a tonneau cover.

13.2.3. The vertical centre line through the steering wheel must be a minimum of 76mm behind the centre of the rearmost spark plug hole.

13.2.4. Chassis only to be constructed from steel, aluminium or aluminium alloy.

13.3. Chassis – Rear Engine Cars

13.3.1. The engine must be located in front of the rear axle line, and the centre of the forward most engine spark plug hole must be located to the rear of the cockpit bulkhead.

13.3.2. 13.2.2 applies.

13.3.3. The passenger cockpit must provide similar seat space, elbow room, foot and leg room, in terms of length, width and height, as that of the driver.

13.3.4. Chassis must be of spaceframe construction from steel or aluminium.

13.4. Bodywork – Front Engine Cars

13.4.1. Vehicles must be fitted with cycle-type front mudguards which must be a distinctly separate component from the rest of the bodywork. There must be a gap between the front mudguards and the rest of the body of not less than 50mm when the steering is central and be equipped on all wheels with mudguards that present no sharp edges and which cover the width of the tyre around an arc of 120 degrees. The minimum covering must be achieved with a continuous surface of rigid material, uninterrupted by any gaps, holes, slots or vents. They must extend forward ahead of the axle line and extend downward behind the wheel to at least 75mm above the axle line.

13.4.2. The front and rear mudguards may be mounted on the unsprung parts of the car.

13.4.3. Maximum height of the bodywork, with driver aboard, including aerofoils but excluding safety roll-over bar, must not exceed 900mm measured from the ground.

13.4.4. The rear aerofoil must not in width exceed the outer faces of the rear wheel rims.

13.4.5. The width of the coachwork ahead of the front wheels must not exceed the width of the outer faces of the front wheel rims, when the steering is central and no part of the coachwork ahead of the front wheels may exceed the height of the front mudguards.

13.4.6. No part of the bodywork may extend more than 1,000mm behind the rear wheel axis.

13.4.7. Detachable bonnets must be fitted and must cover and surround all parts of the engine except for the cylinder head and rocker cover and associated parts such as induction and exhaust.

13.5. Bodywork – Rear Engine Cars

13.5.1. The bodywork must comply with vehicle regulations, provide a cockpit for two seats and cover the chassis, wheels, gearbox and engine, except for the exhaust pipe and induction system.

13.5.2. The bodywork must not be mounted on the unsprung parts of the car.

13.5.3. A passenger tonneau may be fitted. This must be a separate, rigid, removable panel of sufficient dimensions when removed to permit the entry and exit of a passenger.

13.5.4. In side elevation, the whole of the front wheels and tyres must be visible and unobstructed by any bodywork.

13.5.5. In side elevation, bodywork around the rear wheels and tyres must not extend below the axle centre line or cover in excess of 40% of the area of the wheel above the axle centre line.

13.5.6. Maximum height of bodywork, with driver on board, excluding aerofoils and safety roll-over bar, must not exceed 1,100mm measured from the ground.

13.5.7. The rear aerofoil must not in width exceed the outer faces of the rear wheel rims. Maximum permitted height is 900mm measured from the ground. No part of the bodywork, including aerofoils, shall extend more than 900mm behind the rear wheel axis.

13.6. Engine

Regulations for engines in this category are available from MSA on request.

13.6.1. Forced induction and/or fuel injection prohibited.

13.7. Transmission – Front Engine Cars

13.7.1. Gearboxes must be separate from the differential and contain no more than four forward gears derived from a gearbox from Rover, Ford or GM vehicle.

13.7.2. Gearboxes with rapidly interchangeable ratios are prohibited.

13.8. Transmission – Rear Engine Cars

13.8.1. The gearbox must contain not more than five forward gears. Ratios are free.

13.9. Transmission – All Cars

13.9.1. Final drive ratio is free.

13.9.2. Differentials are free.

13.9.3. Automatic, semi-automatic, or sequential change gearboxes are prohibited.

13.10. Suspension

13.10.1. Suspension is free.

13.11. Electrical

13.11.1. Electrics are free.

14. REGULATIONS FOR SPORTS LIBRE CARS

14.1. Description. Vehicles that comply with any of the following Groups:

- (a) Special Saloons
- (b) Hill Climb Supersports Chassis Cars
- (c) Sports Racing Cars
- (d) Group B Sports Cars
- (e) GT1 Sports Cars
- (f) World Rally Cars

14.1.1. The Group to which the vehicle conforms must be declared at the time of entry. FIA homologation forms must be presented at scrutineering for vehicles in groups (d), (e) and (f).

14.2.1. Hillclimb Supersports Chassis Cars

in Sports Libre classes must comply with the Hillclimb Supersports Regulations except for:

Maximum height90cm from the ground
 Maximum rear 150cm behind rear
 overhang wheel axis

14.2.2. Sports Racing Cars in Sports Libre classes:

Maximum widthmeasurement between
 the outer tyre walls of the front
 or rear (whichever is the wider) + 20cm
 Maximum rear 150cm behind
 overhang rear wheel axis
 Maximum height
 (open cars)90 cm from the ground
 Maximum front not to exceed the top
 aerofoil heightof the front wheel rim
 Maximum rear aerofoil
 height (closed cars)90cm from the ground

14.2.3. Group B Sports Cars, GT1 Sports Cars and World Rally Cars in Sports Libre classes must comply with FIA International Regulations.

14.2.4. Special Saloons in Sports Libre classes must comply with Formulae Regulations.

15. REGULATIONS FOR RACING CARS**15.1. Dimensions****15.1.1.**

Maximum width ahead
of front wheels150cm
Maximum width behind
front wheels140cm
Maximum height of any part wider than 110cmnot to exceed the top of the front ahead of the front wheelswheel rim
Maximum height90cm from the ground
Maximum rear150cm behind
overhangrear wheel axis

15.1.2. Maximum height is measured with the car in any condition and driver aboard. Safety roll-over bars are not included in this measurement.

15.2. Wheels

15.2.1. Twin rear wheels are permitted.

16. DRAG RACING**16.1. Organisation**

16.1.1. Unless stated hereafter, Organisers must comply with Sections B and L of these General Regulations.

***16.1.2.** For any Technical or Safety criteria not provided for by these Specific Regulations the SRs must state the definitive source of reference.

16.2. Officials and their duties

16.2.1. Unless stated hereafter, Officials must comply with Section C of the General Regulations.

16.2.2. The Race Director shall have the same responsibilities, duties and powers of a Clerk of the Course and the same discretion in the general conduct and control of the event and the application of penalties for any infringement by participant or vehicle.

16.2.3. Subject to the prescriptions of the General Regulations the decision of the Race Director shall be final.

16.3. Competitors

16.3.1. Unless stated hereafter, Competitors must comply with Section E and the specific regulations for Sprints, Hill Climbs and Drag Racing.

16.3.2. Participants shall be deemed to be any person within the meaning of Sections E 1, E 4 and E 5.

16.3.3. The display of any identification, badge or pass will be deemed to identify the person concerned with the entrant and will imply their acceptance of these regulations.

***16.3.4.** Entrants and Drivers must ensure they have a Competition Licence valid for the event. The SRs must state what qualification is required to drive a specific category of vehicle.

16.3.5. Where a driver is required to make an observed run prior to taking part in the competition [15.8.1 and 15.8.2] it is the drivers responsibility to report this fact when signing on and await the instructions of the Race Director.

16.3.6. The Race Director may forbid a driver to take part in the competition for reasons of safety or any apparent deficiency in performance.

16.3.7. A driver may not drive more than one vehicle in any category at the same event. Dual eliminator registration is prohibited.

16.3.8. Any driver deemed to have driven in a manner not compatible with general safety or whose behaviour or actions is prejudicial to the interests of the organisers or motor sport generally may be immediately excluded from the meeting [E 5.1.8, O 1.1.5, O 1.1.6.]

16.4. Vehicles

16.4.1. Unless stated hereafter, Vehicles must comply with Section E and L of the General Regulations.

16.4.2. Trucks or Commercial vehicles are prohibited to take part in Drag Races without the prior approval of the MSA. Series production truck vehicles of up to 1 ton payload are permitted.

16.4.3. Junior Dragsters may not be included in any event without the prior approval of the MSA.

***16.4.4.** Classification, shall be as prescribed in the specific class regulations contained within the SRs.

16.4.5. Annual registration of vehicles and drivers with each Organising Club is mandatory.

16.4.6. Registration must be submitted on the official Race Vehicle Registration form issued by each Organising Club. Forms which are amended, incomplete or defaced are invalid.

16.4.7. Re-registration may be required for any change made to the classification of a vehicle.

16.4.8. Vehicles may be given a permanent race number for the year.

16.4.9. Numbers must be displayed in accordance with the specific class format; affixed in such a way to ensure their durability and legibility and be of sufficient contrast to their background. They shall be subject to the approval of the Chief Timekeeper.

16.4.10. The naming of a vehicle will be subject to the approval of each Organising Club. Duplication of names will not be permitted.

16.4.11. Decals must be displayed as required by the event or series organiser.

16.4.12. Vehicles must be in a clean and presentable condition throughout an event. Personnel attending a competing vehicle should be aware of the same considerations.

16.5. Scrutineering

16.5.1. No vehicle is permitted to take part in practice or a race without the approval of the Chief Scrutineer.

16.5.2. The Race Director may require:-

- a) The eligibility of an entrant, driver or vehicle to be checked at any time or prescribed place before or during the meeting or afterwards subject to the Entrant being notified not later than half an hour after the publication of a valid provisional result,
- b) A vehicle to be re-scrutineered at any time throughout the meeting,
- c) A vehicle to be dismantled to ensure it complies with the regulations,
- d) An entrant to supply such components and or samples as may be required,
- e) A driver to be medically examined for reasons of safety,
- f) A car to practice before its eligibility is verified.

16.6. Pits Paddock and Track

16.6.1. Fuel

- i) The handling and storage of fuel must comply with the law and local fire regulations.
- ii) The SRs shall specify the requirements of GRs J 14.2.1 to 14.2.4, inclusive.
- iii) The fuelling and draining of vehicles outside a designated fuelling area is forbidden.
- iv) The engine must be stopped during fuelling and the driver must vacate the vehicle.
- v) The vehicle must be clear of any fuel handling or storage when starting the engine.
- vi) The entrant must ensure that throughout fuelling a person will stand by the vehicle with an adequate fire extinguisher.

16.6.2. Engine starting and Warm-ups

It is mandatory for a driver or competent crew member to be seated in the normal driving position at any time the engine is running.

16.7. Medical and Rescue

[5 and Section S]

16.7.1. In addition to the requirements of 5.2.1 there must be a second emergency vehicle equipped specifically for fire fighting with the following minimum equipment:

- 20lb (9 kg) dry powder fire extinguishers.
- 2 fire resistant blankets 6ft x 6ft (2m x 2m).
- 2 pairs fire resistant/industrial gloves.

16.7.2. The Rescue Unit and the Ambulance must be positioned to ensure unobstructed access to the course.

16.8. Practice and Qualification

16.8.1. A new driver who has not previously held a Competition Licence will be subject to a cockpit orientation (blindfold) test.

16.8.2. A driver may be required to make runs under observation at any time.

16.9. Penalties

16.9.1. Any specific penalties mentioned in these regulations does not preclude the imposition of additional penalties as deemed appropriate.

16.10. Instructions and Communications to Competitors

16.10.1. Any additional instructions published will be deemed to be an Appendix to and have the same powers as these Regulations.

16.11. Race Procedures

16.11.1. In accordance with the requirements of the Supplementary Regulations of the event.