

BRITPART

The quality parts for Land Rovers



BRITISH CROSS COUNTRY
CHAMPIONSHIP

2010 REGULATIONS



**Marches 4x4
Motorsport Management Ltd**

Promoted by **Nationwide 4x4 Ltd** *'Training the Professionals'*

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Organised by
Marches 4x4Motorsport Management Ltd

Welcome to the **BRITPART MSA BRITISH CROSS COUNTRY CHAMPIONSHIP 2010** incorporating SIX 2 DAY ROUNDS of COMPETITIVE SAFARIS namely: -

Rounds	Month	Dates	Venue
Round 1	April	17/18	Ashby de la Zouch
Round 2	May	15/16	Aberystwyth
Round 3	June	12/13	Scotland
Round 4	July/Aug	31/1	Bleddfa
Round 5	September	18/19	Sweet Lamb
Round 6	October	16/17	Ashby de la Zouch or Driffield

The **BRITPART MSA BRITISH CROSS COUNTRY CHAMPIONSHIP 2010** will comprise six 2 day competitive safaris with the best 5 out of 6 scores to count towards final Championship classification and is open to all registered drivers who must register prior to April 1, 2010 and start 5 out of 6 events. All drivers will require National A, or higher, Competition Licence.

Entry Fees: £1000 can be paid in full on entry or by an initial payment of £500 and two post-dated cheques, each for £250, dated 01 June and 01 September respectively. Completed entry forms must be accompanied with the correct fees by April 1st 2010 for entries to be accepted.

Control Tyres Apply: All competitors shall use tyres from the list, ref; (L) list 5. 6(a) All-Terrain page 202.

References in these regulations relate to the MSA Yearbook 2010, known as 'The Blue Book'

If you wish to run on Bio fuels, this is now allowed see the MSA Yearbook 2010 – but you must have prior approval from the MSA. Please ring Robbo Aliperti (Chief Scrutineer) who will explain the procedure you have to follow to obtain such prior approval.

We will ensure the events will not only be fun but demanding with some new sites as well.

Good luck in 2010 and thank you very much for your support.

Selwyn Kendrick

P. S. Visit our website at www.marches4x4.com for information

REGULATIONS

1. TITLE and JURISDICTION

1.1 **THE BRITPART MSA BRITISH CROSS COUNTRY CHAMPIONSHIP 2010** is promoted by **Nationwide 4x4 Ltd** (*Training the Professionals*) and administered by **MARCHES 4x4 MOTORSPORT MANAGEMENT LTD** in accordance with the General Regulations of the MSA (incorporating the provisions of the International Sporting Code of the FIA)

Championship Registration Permit No: 2010/C-C/01

1.2 The events will be held under the General Regulations of the Royal Automobile Club Motor Sports Association Ltd ('MSA') (incorporating the provisions of the International Sporting Code of the FIA), these Supplementary Regulations and any written instructions the Club may issue for the Event.

2. DRIVERS

Drivers must be fully paid up members of an MSA recognised Club and holders of an MSA Rally or Off Road National A Competition Licence to be eligible for the **BRITPART MSA BRITISH CROSS COUNTRY CHAMPIONSHIP 2010**. They will also have to comply with all the criteria specified in Article 3 - Registration.

Any query as to requirements/applications for such licences can be made to **Ian Davis, Esq., MSA, 01753 681736**

Intending competitors are reminded that when an entry is made in the name of a firm or sponsor, that firm or sponsor must hold an MSA Entrant's Licence and that licence must be produced at documentation. MSA competition licences will be inspected at signing on. Where the entrant is a legal entity, or in any case, not part of the crew, the first driver named on the entry form shall be held responsible for all liabilities and obligations of the entrant throughout the whole competition.

3. REGISTRATION

3.1 Completed registration forms will be returned to the Championship Secretary who will issue a championship registration number. The registration fee for the championship will be £1000. **Driver's Entry Fees:** These can be paid in full on entry or by an initial payment of £500 and two post-dated cheques, each for £250, dated 01 June and 01 September respectively.. These fees include entry into each round of the Championship. Passengers must be at least 16 years old and must produce a valid club membership card of an MSA registered club or valid Licence, and complete an entry form.

3.2 Registrations will be accepted through the post prior to the first round and **close on April 1 2010**. All registration forms must be accompanied by the correct fee. No fees paid are returnable.

3.3 In order to be eligible for points drivers **must register** prior to the start of the first event and start five out of six events.

3.4 Drivers must sign-on for championship purposes at each event they attend and a declaration of vehicle eligibility must be signed.

3.5 Once a driver has registered for the championship it is not possible to de-register. i.e. even if he or she removes his or her decals and therefore disqualifies him or herself from points scoring, when championship points are calculated he or she will still be counted as a "live" competitor even though he or she is not being allocated points.

3.6 Up to two drivers may register to share the driving of a competing vehicle.

4. DECALS

Drivers in the championship must provide their own numbers regulation size **23cm** high displayed on a white background on both sides of the vehicle above the waistline. See J 4.1. to 4.1.7. In addition each competitor shall make available a clear space at least **450mm** in width **by 125 mm** in height above and below the identification numbers for sponsors / organisers advertising material to be displayed. Championship decals must be carried whilst competing otherwise points will not be allocated for that event.

5. ENTRIES

5.1 It is the Driver's responsibility to obtain entry forms in adequate time.

5.2 No entry will be accepted without a fully completed entry form and fees

6. CHAMPIONSHIP ADMINISTRATION

6.1 The Team responsible for the administration of the championship rules comprises; Selwyn Kendrick, Terry Day, Roberto Aliperti, Peter Phillips, Chris Gibson, Phil Turley, Lilian Turley

6.2 The Panel of Stewards for the championship will be Dave Lucas, (who will act as Chairman) Andrew Thomson and Ian Howells. Any appeal against any decision of the Team must be made to the Panel of Stewards in accordance with page 74 C 6.1 of the 2010 MSA Yearbook.

7. CHAMPIONSHIP CONTACTS

Treasurer & Championship Secretary:

Lilian Turley
Oakdene
32 Park Road
Berry Hill
Coleford
Gloucester GL16 7QU

01594 810161

07831 409639

07989 164404

Email: lilianturley@btinternet.com

Eligibility Scrutineer:

ROBERTO ALIPERTI,
82 Little Green Lane, Chertsy, Surrey, KT16 9PY.
(M) 07816 135 238
robbo4x4@ymail.com

8. TIES

In the event of ties the following will be used in order:

- 8.1 greater number of wins overall
- 8.2 greater number of highest placings overall
- 8.3 greater number of class wins.
- 8.4 greater number of Drivers beaten over all scoring events.
- 8.5 the highest position overall at the last event.

9. CHAMPIONSHIP EVENTS

The championship will consist of the events detailed at the beginning of these Regulations. Should any event be cancelled, as much notice as possible will be given of a replacement event. Should it not be possible to find an alternative event the championship will continue with fewer rounds.

The Official Notice Board will be at Rally Office.

There will be a minimum of five competitive runs of the route on Saturday and five competitive runs on Sunday; this may be altered by the Clerk of the Course if necessary.

10. SCRUTINEERING AND DOCUMENTATION

- 10.1 Round Regulations will specify the time of scrutineering opening and closing.
- 10.2 All vehicles must comply with the MSA Technical Regulations for off road vehicles.
- 10.3 At Scrutineering, vehicles will be examined for compliance with the 2010 Championship tyre, technical and safety regulations as well as for class eligibility. Each Entrant and Driver will be assumed to have knowledge of the vehicle and its eligibility for the class entered. Vehicles must be presented in the same condition as they intend to compete. Competition numbers can be obtained from the Rally Office and must be applied before presenting the vehicles to the Noise Check Official. Vehicles must then proceed to the Pre-scrutineering Control where organisers'/sponsors' plates and decals will be issued for each competitor to apply prior to vehicles proceeding to Scrutineering.
- 10.4 All vehicles shall have a minimum of one hand held fire extinguisher: ref page 168 (C).3. These shall be armed on arrival at the start and not disarmed until after having left the stop marshals.
- 10.5 Vehicles shall have fitted, and the Driver and Co-driver shall use, seat belts with 3, 4, 5 or 6 point fixations provided they have two shoulder straps and two abdominal straps (crutch straps are advisable but not compulsory), each strap must have its own mounting point.
- 10.6 Safety Helmets will be examined for conformity with current regulations: ref page 173/174 (K) 10.1 to 10.3.3.
- 10.7 Every competing vehicle will be subject to a noise test with a maximum of 100 dba at 2/3 max rpm at 0.5m ref: P2.10 to 2.10.5. Page 229 (see also J5.17)
- 10.8 To be allowed to start, all vehicles must be equipped with a roll cage and safety devices complying with MSA specifications ref: P 56.12 to P 57.5.2. Also K 5.1 to 9.1.9. No vehicle will be allowed to start unless it complies with MSA regulations.
- 10.9 Additional checking may be carried out at any time during the event, of the crew members as well as of the vehicles. The competitor is responsible for the technical conformity of his vehicle throughout the entire duration of the event.
- 10.10 Any driver wishing to film the event with a camera or cameras carried on board the vehicle must apply in writing to the Organisers at least 14 days prior to the event for the written approval of the Organisers (who shall have absolute discretion to grant or refuse such consent) and for the written approval of the Chief Scrutineer ref: J 5.20.5. At scrutineering such equipment shall be presented for approval by the Chief Scrutineer with the written authority. Any such authority shall be valid for the named event only.
- 10.11 Vehicles must be presented at scrutineering in a clean condition ref: H33.1.2
- 10.12 Recovery points ref: P 60.2.2. All vehicles must be fitted at the front and rear with substantial recovery points comprising a horizontal tow ball or similar. This should be of sufficient strength to withstand a snatch recovery of the vehicle when fully bogged down. They shall be painted in a contrasting colour or their location otherwise made obvious.
- 10.13 All vehicles must carry a suitable tow rope or strap.
- 10.14 Protective bulkheads should be complete with all holes sealed ref: J 5.2.2.
- 10.15 The wearing of flame-resistant overalls is strongly recommended ref K 9.1.3. to 9.1.9.

- 10.16 Parts of the event may take place during the hours of darkness and vehicles should be equipped with suitable lighting.
- 10.17 Wheels & tyres:- Control tyres apply – see 17.1.D.2 on this document
- 10.18 All competition vehicles must carry an oil spill kit; these will be available for purchase at the rally office.
- 10.20 Fuel tank breather pipes must have a one way valve or equivalent feature fitted.
- 10.20 Vehicles with hydraulic transmission must have an operable safety start device to prevent the vehicle from starting while in gear

Any query regarding eligibility, safety or specification of vehicles, should be referred to the Chief Scrutineer, who is a Judge of Fact ref: G 10.1 page 113

11 ROUTE

The events will contain a minimum of five competitive runs of the course on each day which will be timed on an accuracy of less than one minute by electronic beam equipment under the supervision of a MSA appointed timekeeper. The minimum number of runs can be altered by The Clerk of the Course if necessary.

- 11.1 Except in the case of those living or working on the route, practice, reconnaissance or the use of Pace Notes is not permitted; except that competitors may walk the course.

GPS & Data Positioning Systems of any kind are prohibited in all events in this Championship & Trophy.

- 11.2 **Running Order:** The running order at the beginning of the event is set by the championship order leading up to the start of the event. The order will be based on the positions as stated in the results issued after the previous round of the championship, the running order for the first round will be in number order, starting with No 1. Running order for the second day of each round will be re-seeded overnight to finishing order of day one.

12 IDENTIFICATION

Vehicles will be identified by regulation size 23cm minimum numbers which must be supplied by the competitors and displayed on a white background on both sides of the vehicles above the waistline as J 4.1 to 4.1.7

In addition, each entrant will provide a clear space above and below the identification numbers for any sponsor's / organisers' advertising material to be displayed. (See Article 34) Each area available must measure at least 450mm in width and 125mm in height and another clear space A4 size on each side of the vehicle above the waistline.

Competition numbers will be for sale at Rally Office.

13 INTERRUPTION OF THE EVENT

- 13.1 Should the normal running of the event be stopped, the Clerk of the Course may at his discretion award notional times. A notional time should be awarded is if the competitor is shown a yellow flag, comes across a car displaying an SOS board or comes across a course which is completely blocked ref: P 14.6. to 14.7.1.

- 13.2 Official recovery vehicles will be positioned at strategic points to provide assistance to competitors

- 13.3 Recovery will be provided at the discretion of the recovery crew, having primary regard for the safety of all persons, and the minimum delay to other competitors.

13.4 Live Recoveries

Live Recovery will be operating at the event. The Clerk of the Course will advise all competitors at the Drivers' Briefing of the procedures for Live Recovery at the event. Please read the following section so you understand the principles beforehand.

The maximum time allowed to competitors for self-recovery will be 1 minute. When that time is exceeded, competitors must take official recovery.

13.5 Yellow Flag Procedure

When arriving at a point on the course or stage where a yellow flag is being displayed, the competitor must not pass the yellow flag unless instructed to do so by a marshal and proceed with caution until clear of the incident or obstruction. Ref: P 49.6.6 to 49.9

RECOVERY – LICENSED RECOVERY VEHICLES & SPECIALIST RECOVERY VEHICLES

As this is a COMPETITIVE SAFARI, there will be MSA licensed RECOVERY VEHICLES and SPECIALIST RECOVERY VEHICLES (SRVs), on the stages performing recoveries whilst the stages are still live in accordance with P 13.1 to 13.2.8 page 234/235

Live Recovery is not to be used in the event of accidents, which must be dealt with by the appropriate medical and rescue services.

The Clerk of the Course has:-

- 1 Authorised the CHIEF MARSHAL, THE STAGE MANAGERS, the licensed RECOVERY VEHICLES and those vehicles designated as SRVs in the Safety Manual to act as SRVs to undertake live recovery as and when required as long as the instructions below are followed.
- 2 Ensured that the crews of all SRVs are fully briefed on the procedures employed at the event and that each SRV and its equipment has been inspected.
- 3 Advised all competitors of the procedures for Live Recovery at the event at the drivers' briefing.

Each SRV will be equipped with a suitable towrope or strap, a yellow flag, a roof-mounted amber warning beacon and radio on the MSA medical and safety frequency (81.575MHz).

. The SRV crew will at all times when on duty wear reflective or high visibility jackets.

PROCEDURE

- 1 From its location, the SRV will report the number of the stranded competing vehicle by radio and will not commence operations until receiving permission to begin.
- 2 The second crew member will proceed on foot to a suitable, safe distance in advance of the stranded competing vehicle, to warn approaching competitors that a Live Recovery is in operation, by means of a waved yellow flag.
- 3 The SRV must not travel to the location of the recovery along or by crossing the course or stage, except to approach the location from the opposite side to that of the approaching competitors and then only where absolutely necessary as dictated by the terrain. The crew of the SRV must ensure access to the recovery location is passable to the SRV.
- 4 The SRV must display a flashing amber warning beacon and flashing hazard warning lights on approach to and at all times during the Live Recovery.
- 5 Course marshals must assist the crew of the SRV and must ensure that all spectators are kept clear of the Live Recovery.
- 6 Wherever practicable, the recovery must pull the stranded competitor through or over the obstruction in the correct direction of travel along the course or stage.
- 7 When the SRV is in position, the first crew member will indicate to the third SRV crew member to attach the towrope. Having attached the towrope, the third crew member will stand clear and indicate to the first crew member when it is safe to commence recovery.
- 8 On completion of the recovery, the first crew member will indicate to the third crew member that it is safe to unhook the vehicles. That person must ensure that the towrope is properly stowed and will then indicate to the first crew member that it is safe to move the SRV clear of the course or stage.
- 9 Once clear of the course, the first crew member will report the successful Live Recovery and the second crew member will allow competitors to proceed past the location. The crew of the SRV will then return to a state of readiness.
- 10 When arriving at a point on the course where a waved yellow flag is displayed, a competitor must not pass that yellow flag unless instructed to do so by a marshal. Failure to comply will be penalized by exclusion. Time lost while Live Recovery of another competitor is in progress will be regarded as force majeure.
11. If, on arrival, you find there has been an accident, DO NOT MOVE the vehicle but inform the Radio Controller and request MEDICAL & RESCUE ASSISTANCE

14. POINTS

14.1 These will be allocated in respect of (a) overall positions and (b) class positions and will be allocated to the vehicle based on finish positions. No overall or class points are transferable.

14.2 The number of points which will be awarded is as follows:-

1st Overall	75	
2nd	70	
3rd	65	
4th	60	
5th	59	
6th	58	and so on. This will be based on the registered drivers listed in the final results. These will be called "Overall points".

1st registered driver receives	75 points,
10th registered driver receives	54 points,
20th registered driver receives	44 points.
63rd registered driver receives	1 point.

14.3 The number of points which will be awarded to the first placed driver in each class is **10** and the next

highest placed will receive **9** and so on. This will be based on the registered drivers listed in the final results. These will be called "Class points".

1st registered driver receives 10 points,

10th registered driver receives 1 point.

14.4 In addition all vehicles receive 1 point for starting the event ("Starting points").

14.5 To ascertain final placings in the Championship a driver will add together:-

14.5.1 Overall points

14.5.2 Class points

14.5.3 Starting points

e.g. a driver who is 1st overall & 1st in class has the following points in the first round:

Overall points 75

Class points 10

Starting points 01

Total 86

A driver who is 5th overall and 3rd in class has the following points in the first round:

Overall points 59

Class points 08

Starting points 01

Total 68

14.6 It is the Driver's responsibility to protest (if necessary) the championship points within 10 days of publication of the championship results after each event and the final championship points at the close of the season, within 10 days of the date of posting or e-mailing such results to all Drivers, as defined by the Championship Secretary's records.

14.7 To be awarded championship points on a round a competitor must complete a minimum of 75% of the runs on that round; this will be 'rounded down' to the nearest whole number of runs i.e. to be awarded points on a round of 15 runs: $75\% = 11.25$ therefore 11 complete runs will score, the missed runs will have maximum times. A competitor must complete the minimum number of runs on each day

15. AWARDS

15.1 It is hoped that Championship awards will be presented at the 2010 Championships Dinner (T.B.A.) Special deals will be available for accommodation. Details will be published later in 2010

15.2 The following awards will be presented:

OVERALL – BRITPART MSA BRITISH CROSS COUNTRY CHAMPIONSHIP

1st driver A Trophy

2nd driver A Trophy

3rd driver A Trophy

In order to be eligible for the above awards Drivers will need to have started five out of six championship rounds and count 5 scores. The above Drivers will not be eligible for class awards.

CLASS

1st in class

2nd in class

3rd in class (subject to 8 registered vehicles)

15.3 **In order to be eligible for class awards Drivers must have started five out of six championship events and finished at least one.**

15.4 Additional awards may be presented at the Organisers' discretion.

15.5 No person can win more than one award.

15.6 No classes will be amalgamated in this Championship.

NOTE: All award winners **MUST** be present at the Awards Presentation.

Non-appearance will result in the forfeiture of awards.

All MSA Trophies remain the property of the MSA and **MUST** be returned when requested, in their original condition.

16. ELIGIBLE CARS

16.1 Groups 1, 2 & 3 of the Championship are open to 4 x 4 vehicles, whether designed principally for the

transportation of passengers, commercial use or dual purpose. Saloon cars and car-derived commercial vehicles are prohibited in Groups 1, 2 & 3. Group 4 includes 2 wheel drive vehicles and their technical regulations are contained in Regulation 17.3. All vehicles must comply with MSA Regulations, in particular P 56.1 to 60.4.3 page 252/254

- 16.2** Drivers will be required to vouch that the vehicle entered complies with the Regulations in all aspects; this declaration will be on the initial registration form and on a registration form at each event.
- 16.3** Eligibility scrutineers will be appointed to the Championship. Any vehicle which has been / is being used in the Championship, could at any time, for reasons of eligibility, be stripped or sealed for examination. All costs of stripping and rebuilding will be borne by the Driver/s. Failure to agree to stripping / sealing or breaking a seal will result in the loss of points throughout the year, or a penalty decided by the Stewards of the Championship.
- 16.4** To make provision for scrutineers' wire seals, every engine must have available 1/16th diameter holes pre-drilled in readily accessible locations on installed sections as follows:-
- 16.4.1** Sump: cross drill holes through retaining screws or studs.
- 16.4.2** Rocker / cam cover or head studs: cross drill holes through two retaining studs or screws. If no sealing holes are available, the engine may be checked straight away.
- 16.4.3** Forced induction air inlet restrictors will be sealed when class controlled

17. CLASSES will be as follows:-

Group	Class	Capacity	Quick Guide to Permitted Modifications
1 Production	A 1	< 2000	Additional gauges, front seats, springs and shock absorbers except their standard location must be retained, air filter elements, brake friction materials, wheels, tyres, additional spare wheel, auxiliary lights, under body protection. For full details see Class Regulations at Article 17.1
	A2	2000 – 2500	
	B	> 2500	
2 Super Production	C	< 2500	Must retain original vehicle silhouette, but may fit additional shock absorbers, modified suspension, non-standard engine & gearbox. For full details see Class Regulations at Article 17.2
	D	> 2500	
3 Prototype	E	< 3000	All modifications permitted but vehicles must comply with MSA Technical Regulations 2010 Sections (J) and (P) 56.1. to 60.4.3. Differential gears are free. For full details see Class Regulations at Article 17.3
	F	3000-3599	
	G1 G2	3600-4000 petrol 3600-4000 diesel	
	H 1 H2	> 4000 petrol > 4000 diesel	
4 Two wheel drive	J	All capacities	This Group includes all types of 2 wheel drive vehicles which can comply with the Technical Regulations in Regulation 17.3.

For forced induction engines, i.e; turbocharged/supercharged, a coefficient of 1.7:1 will be applied, for petrol engines and 1.5:1 for diesels. For example an 1800cc petrol production car with a turbo charger would be calculated as 3060 cc and move from class A1 to B

17.1 GROUP 1 - PRODUCTION

A Production vehicle is defined as a 4WD model having been produced in quantities of not less than 500 per annum, regardless of engine capacity. It must have been available through a dealer network, when new, and must be to standard European specification, as detailed in the vehicle's handbook. It is the Driver's responsibility to provide evidence if required, of the vehicle's eligibility.

No modifications not expressly authorised hereafter, save those necessary to comply with safety regulations, may be made to the vehicle.

A ENGINE

- 1 The accelerator cable may be replaced or doubled, with or without parts from the original manufacturer.
- 2 The make and type of spark plugs are free, as are rev limiters and high tension cables and the ignition coil, where fitted.
- 3 The capacity and origin of the cooling system radiator/tank is free, as is the type of thermostat which may be removed. The original location and attachment points of the series production radiator must be retained.
- 4 Those parts of a carburettor or fuel injection system which regulate the admission of fuel to the engine may be modified, provided that the modification has no influence on the admission of air. The original fuel injection system must be retained; the injectors may be changed for injectors which are identical except for the size of the pintel nozzle hole at the end.
- 5 The air filter, its housing and the tube between this housing and the atmosphere are free, but the housing must remain in its original location, the air must not be taken from the cockpit, modifications must not affect the structure of the car, and the installation must be situated entirely within the engine compartment. The air filter element may be removed.
- 6 The valve springs and valve clearance are free, but the camshafts (including their profile) must remain as original.
- 7 The fuel pump is free, in operating principle, number and location outside of the cockpit.
- 8 The material of the engine mountings is free, but the number and location must remain as original.
- 9 The exhaust system after the first silencer is free, except that it may not be replaced with a system of a larger diameter than that fitted upstream of the first silencer. The exhaust system must retain the original number of silencers, although additional silencers may be fitted. It shall be permissible to alter the exit point of the exhaust system either to the rear or sides of the vehicle provided that no alteration to the bodywork is made and the installation respects Construction and Use Regulations. Additional mounting points for the exhaust system may be fitted.
- 10 Where fitted the Cruising Speed Controller may be disconnected.
- 11 Sound proofing panels may be removed.

B TRANSMISSION

- 1 The clutch disc is free, including its weight, except for the number of discs and their diameter.
- 2 Standard transmission ratios must be retained. Optional extras are prohibited.
- 3 Locking and limited slip differentials or traction control devices are free

C SUSPENSION

- 1 **SPRINGS**
 - (a) **Coil Springs:** The length, diameters external and of the wire, the form of the spring platform and the type of spring (progressive or fixed rate) are free.
 - (b) **Leaf Springs:** The length, width, thickness, vertical curvature and number of leaves are free. The fitting of shackle protection pads is strongly recommended.
- 2 **TORSION BARS**
The diameter is free.
- 3 **SHOCK ABSORBERS**
 - (a) Are free, but the type telescopic, lever etc., and operating principles (hydraulic, friction, etc.,) must be retained as original.
 - (b) Gas filled Shock Absorbers will be regarded as hydraulic in respect of their operating principle.
 - (c) The mountings must be retained as originally fitted and may not be reinforced.
 - (d) It shall be permitted to fit an additional shock absorber at each wheel station, provided that the mounting's only purpose is the fitting of the additional shock absorber.
 - (e) The fluid tanks for the shock absorber may be attached in the wheel arches as well as to the chassis.

(f) Suspension travel straps are permitted.

4 **RIGID AXLE**

Where fitted, the original casing may be strengthened provided the original part can still be recognised.

D WHEELS AND TYRES

1 Wheels are free provided that the tyres remain covered by the original bodywork, including wheel arch extensions where originally fitted, and where no modifications may be made to the bodywork to permit their fitting.

2 **Control Tyres:** All competitors shall use tyres from the list: **ref; (L) list 5. 6(a) All- Terrain page 202.**
No other tyres are allowed, no cutting is allowed

3 The spare wheel may be relocated inside the vehicle provided that it is securely restrained and does not impinge on the space reserved for the crew.

4 Wheel fittings by bolts may be changed to pin and nut fittings.

5 The fitting of mud flaps, of a flexible material not less than 5mm thick, behind each road wheel extending to a minimum of 40mm each side of the tyre tread, and a not more than 100mm above the ground when the vehicle is stationary is mandatory. Ref: P 57.5.2.

E BRAKING SYSTEM

1 The brake linings are free as is their mounting to the backing plate (riveted, bonded etc.) provided that the contact surface of the brakes is not increased.

2 Protection plates may be removed or reshaped.

3 In the case of a car fitted with servo-assisted brakes or an anti-locking device, this device may be disconnected.

4 Brake hoses may be changed for aviation type lines.

F BODYWORK

1 **Exterior**

(a) Hubcaps must be removed.

(b) Protective headlight covers may be fitted provided that their only function is to cover the glass, and they have no influence on the car's aerodynamics.

(c) The fitting of under body protection plates is recommended provided that their only function is to protect the following parts: - engine, radiator, suspension, gearbox, tank, transmission and exhaust.

(d) A nudge bar may be fitted, in addition to the bumper, and must be independent of and not reinforce the car's structure or contribute to its rigidity. This bar must be made of tubes and may be mounted to the original bumper or chassis and may only be so constructed so as to provide protection to the headlights and provide mountings for auxiliary lights.

(e) The side and rear windows behind the driver may be replaced with non-transparent material or transparent material of at least **4mm** in thickness. Openings originally made up of a number of panes may be replaced with a single pane or panel. The fixation and mechanisms of these windows and those of the windows in the side doors are free.

(f) The glass panel of the sunroof must be replaced with a panel of the same material as the roof of the car and must be at least 1.5 mm.

(g) The locking system for the cap of the fuel tank is free.

(h) Where an externally mounted spare wheel is relocated inside the vehicle it shall be permitted to remove the original external wheel mounting.

(i) External rear view mirrors, and front and rear windscreen wiper blades are free.

2 **Interior**

(a) All accessories which have no effect on the car's behaviour are allowed without restrictions, such as those concerning the aesthetics or interior comfort (lighting, heating etc.,) on the express condition that they do not influence, even in a secondary manner, the efficiency of the engine, steering, strength, transmission, braking or road holding.

(b) All the passenger seats, if occupied, must be fitted with head restraints.

(c) Carpets may be removed

(d) All the controls must be those provided by the manufacturer and they must retain their original function, but may be modified to improve their ease of use (extension to handbrake lever, additional flange to brake pedal, etc.).

The following are allowed in particular:

(i) Additional measuring instruments, counters etc. May be freely installed provided that

- they do not present a danger.
- (ii) The horn may be changed, and an additional one fitted which may be operated by the passenger.
 - (iii) The mechanism of the handbrake lever may be modified to fly-off operation.
 - (iv) The seats occupied by the crew are free, and the seat supports may be strengthened.
 - (v) Additional storage compartments may be added to the glove compartment and front doors.
 - (vi) The steering wheel is free.
 - (vii) Electric window mechanisms may be converted to manual operation.

G REINFORCEMENTS

- 1 Strengthening of suspended parts is permitted where the strengthening material follows the shape and is in contact with the suspended part.
- 2 It is permitted to fit strengthening bars to the suspension points on the body shell or spring mounting points, provided that the bars are attached by bolts and are removable. It is permitted to make holes in the suspension trim to attach the bars.
- 3 When the spare wheel is originally located within an enclosed space it shall be permissible, when carrying a wheel wider than that originally fitted, to remove the cover and or sufficient material to allow the wider wheel to be carried within the space provided.

H ELECTRICAL SYSTEM

- 1 The battery and associated cables are free, save that the battery must be located in its original position using the original mountings.
- 2 The Alternator is free.
- 3 Fuses may be added to the electrical system.
- 4 A maximum of 2 auxiliary forward facing lights, and their associated relays etc. may be fitted, but which may not be fitted within the bodywork. Additional reversing lights may be fitted which may only be operated when reverse gear is engaged. In all other respects the lighting system must respect current legislation. Two rear high intensity lights shall be fitted as high as possible K 5.1 5.2 and P 57.4.1 to 57.4.3.

I FUEL SYSTEM

Where an FT3 tank is fitted fuel lines must be replaced with the aviation type. Where the original fuel tank is retained it is permitted to change the fuel lines to the aviation type. It is further permitted to feed the original tank from the FT3 tank provided that the breather pipe passes through the FT3 tank. In all cases the routing of fuel lines are free except that they may not be routed inside the roll cage or chassis members.

J JACK

The jack is free and the jacking points may be changed for others which have no other function.

17.2 GROUP 2 - SUPER PRODUCTION

A Super Production vehicle is defined as a 4WD model having been produced in quantities of not less than 500 per annum, regardless of engine capacity. It must have been available through a dealer network, when new, and must be to standard European specification, as detailed in the vehicle's handbook. It is the Driver's responsibility to provide evidence if required, of the vehicle's eligibility.

All modifications authorised for Production Cars are permitted for Super Production Cars together with those contained in these specific regulations.

No modifications not expressly authorised hereafter, save those necessary to comply with safety regulations, may be made to the vehicle.

A GENERAL PRESCRIPTIONS

- 1 With the exception of those parts hereafter authorised for modification [or], replacement, all other parts may be machined, balanced and/or chemically treated provided that it is possible to identify those parts so modified as being originally fitted components, irrespective of the supplier.
- 2 Throughout the car all nuts and bolts/screws are free, as are the type of locking device (i.e., washer, locknut etc.).

B ENGINE

- 1 The engine must originate from the base car or from a car from the same make. The engine must be in its complete and integral form save for modifications authorised hereafter.
- 2 The nominal capacity of the engines shall be limited to:

(a) Petrol Engines:

5,000cc for normally aspirated 2 valves per cylinder engines.
3,500cc for engines with more than 2 valves per cylinder and/or forced induction.

(b) Diesel Engines:

6,000cc for normally aspirated 2 valves per cylinder engines.
4,000cc for engines with more than 2 valves per cylinder and/or forced induction.

(c) Cylinder block - Cylinder head

1. It is permitted to close the unused apertures in the cylinder block and cylinder head provided that the only purpose is that of closing the aperture.
2. A rebore is allowed, provided the original cylinder block is retained, to a maximum of 60 thou or to manufacturer's maximum specification, re-sleeving of the bore is allowed under the same conditions and the material of the sleeve is free.
3. Planing of the cylinder block and head is allowed. In the case of rotary engines the dimensions of the inlet and exhaust tracts are free provided that the original dimensions of the inlet and exhaust ports are respected.
4. The Compression Ratio is free.
5. The Cylinder Head Gasket is free.
6. The Pistons, Piston Rings and Gudgeon Pins are free.
7. The Connecting Rods and Crankshaft. In addition to the modifications permitted in the paragraph 'General Prescriptions', the original crankshaft and connecting rods may receive chemical, heat or mechanical treatment different from that specified for production parts.
8. Bearings: These are free except that they must be the original type of bearings and they must be to the original dimensions.
9. The Flywheel may be modified in accordance with the prescriptions of the paragraph 'General Prescriptions' provided that the original flywheel can still be identified.

(d) Fuel and Air Feed (see 16.4.3)

1. The air filter, its housing and the plenum chamber are free. The air filter and box may be removed, replaced by another or relocated within the engine compartment. The pipe between the air filter box and the carburettor(s) or the air measuring device (injection) is free, as is the pipe between the air measuring pipe and the inlet manifold or the super charging device.
2. The air filter may be fitted with a grille.
3. Anti pollution parts may be removed provided that their removal does not lead to an increase in the amount of air admitted to the engine. It is permitted to make a hole, of a maximum diameter of 10cm in the engine cover or bonnet to provide air to the engine and to connect a pipe of a maximum internal diameter of 10cm to this hole.
4. The Fuel pumps are free except that they may not be fitted inside the cockpit unless they were originally located in this position in which case they must be adequately protected.
5. It is permitted to fit a radiator in the fuel circuit.
6. Fuel filters are free except that they shall not exceed a unit capacity of 0.5 litre and may be added to the fuel circuit.
7. The original heat exchangers and intercoolers to the petrol engine fitted must be retained and remain in their original location. In the case of diesel engines these are free but must remain within the engine compartment and the bodywork must not be modified to allow their fitting.
8. The pipes between the supercharging device, **or the turbo charger**, the intercooler and the manifold are free but their only function may be to carry air.(16.4.3)
9. Water injection, if fitted, must be as originally fitted to the engine type in all respects.
10. The use of any other substance or device to reduce the temperature of the mixture is forbidden.

(e) Carburettor

The replacement of the standard carburettor with a single progressive single or twin choke carburettor is permitted.

(f) Injection

1. The injection system original to the vehicle must be retained in type and location. The parts of the injection system regulating the quantity of fuel admitted to the engine may be modified, but not the diameter of the opening of the butterfly.
2. The air measuring device is free.
3. The injectors are free, except for their number, position, assembly axis and operating principle.
4. The fuel lines feeding the injectors are free.
5. The electronic box is free provided it does not incorporate more data.
6. The fuel pressure regulator is free. In the case of a diesel engine the injection pump is free.

(g) Restrictor (supercharged engines only)

1. The restrictor shall be of a maximum diameter of 34mm for petrol engines and 40mm for diesel engines and shall comply fully with FIA requirements (FIA regulations appendix J)
2. In the case of engines with two parallel compressors the maximum diameter will be 24mm for petrol engines and 28.2mm for diesel engines.

(h) Camshafts

The camshafts are free except their number and number of bearings. The timing is free. The material, type and dimensions of pulleys, chains and belts for driving the camshafts are free. The route, and the number of belts or chains are free, as are the guides and tensioners associated with the belts or chains.

(i) Valves

The material and the shape of the valves are free, as is the valve lift, but their original dimensions must be maintained. The cups, cotters or guides (even where not originally specified) are free. Shims may be added under the springs. The valve seat material is free. The valve springs are free as to number, material, length and number of coils, but their location must be as original.

(j) Rocker Arm and Tappets, Push Rods

Rocker arms may only be modified as prescribed in the General Conditions. The Tappets and Push Rods are free provided that they are interchangeable with the original parts.

(k) Ignition

The ignition system is free except that the number of spark plugs may not be increased. It is permitted to convert a mechanical ignition to electronic ignition system and vice versa. Where the system is so converted only those modifications to fit the necessary components are permitted.

(l) Cooling

The radiator is free, as are its mountings provided that it remains in its original location (compartment). The cooling hoses and fittings are free. A radiator screen may be fitted. The type, location, material and number of fans are free. The thermostat is free and may be removed. A water catch tank may be fitted and the radiator cap may be locked. The expansion tank is free, and one may be added where not originally fitted. If water injection was originally fitted it may be disconnected but not removed.

(m) Lubrication

1. Radiator, oil/water heat exchanger, lines, thermostat, sump, oil pump and filter are free. The oil radiators must be located within the original parameters of the car, including the underneath of the car. Fitting of an oil radiator does not allow the fitting of an enveloping aerodynamic structure. All air openings must have the sole effect of inducing the necessary air for the cooling of the radiator, and must not have any aerodynamic effect.
2. Oil pressure may be increased.
3. If the lubrication system includes an open type breather then it must be equipped with an oil catch tank into which the oil will flow. This catch tank shall be at least 2 litres for cars up to 2,000cc, and at least 3 litres for cars of 2,000cc and above.

(n) Engine Mountings

Mountings are free provided that the position of the engine respects the original layout (longitudinal, transverse), and that the engine remains in its original half of the wheel base. The only possible modifications to this compartment are those made necessary by the difference in space requirement between the original engine and the permitted alternative engine. The incline may be modified. Supports may be welded to the engine and to the bodywork and their position is free. It is permitted to modify the bulkhead for the installation of one or more air filters or for the admission of air provided that this arrangement is totally isolated from the admission of air into the cockpit.

(o) Exhaust

1. Downstream of the original exhaust exit the system is free except that the exit must remain inside the car's perimeter. For cars with turbochargers the exhaust can only be modified after the turbocharger. In the case of rotary engines, provided the inlet ports of the exhaust manifold are respected, the dimensions of the ducts are free.
2. Thermal screens may be fitted to the exhaust manifold, the turbocharger, and the exhaust system provided their only function is that of a thermal screen.
3. Driving pulleys and belts for ancillaries situated outside the engine:
The material, dimensions and type of pulleys are free, chains and belts for driving the ancillaries are free. The route and the number of belts and chains are free.

(p) Gaskets Gaskets are free.**(q) Engine Springs**

Springs are not subject to any restrictions other than that they must retain their original operating principle.

(r) Starter Motor

The Starter Motor must be retained, but its make and type are free.

(s) Supercharging Pressure

The pressure may be modified under the 'General Prescriptions' and 'Engine springs' as specified above. The connection between the housing and the waste gate may be made adjustable if it is not originally so. The original system of operation of the waste gate may be modified and may be rendered adjustable, but the system must be retained. A mechanical system must remain mechanical, and an electrical system must remain electrical etc.

C TRANSMISSION

1 **Clutch** The Clutch is free.

2 **Gearbox, transfer box, final drives, differentials and their casings:**

These are free. An additional lubrication and cooling device is allowed (circulation pump, radiator, and air intakes situated under the car) in accordance with the prescriptions listed under Lubrication above. The gear box supports and drive shafts are free.

D SUSPENSION

1. The suspension is free. The axles are free and may be substituted. Reinforcement bars may be fitted to the suspension mounting points. The distance between the fixing point of the suspension and the anchorage point of the reinforcement bar must not be more than 100mm, unless the bar is a transversal strut with a roll bar as originally fitted, and unless there is an upper bar fixed to a MacPherson suspension or similar. In the latter case the maximum distance between the anchorage point of the bar and the upper articulation point will be 150mm.

2. Apart from these two points, this bar must not be mounted on the body shell or the mechanical parts. One and the same bar may only be fixed to 2 of these points situated on the original chassis (body shell).

E WHEELS AND TYRES

Wheels are free except for the following:

1 The maximum diameter of the tyre may not exceed 810mm.

2 The use of tyres intended for motorcycles is not permitted.

3 The wheels may be increased or decreased in diameter by 2 inches from the original specification.

4 The wheels do not have to be of the same diameter.

5 Wheel fixing bolts may be exchanged for studs and nuts or vice versa.

6 Should the wheel be secured by a central nut, a safety spring must be in place at all times, painted Day-Glo red and these safety springs must be changed every time the wheel is changed. Spare springs must be carried at all times.

7 The wheel and tyre must be housed within the original bodywork including original wing extensions.

8 The fitting of mud flaps, of a flexible material not less than 5mm thick, behind each road wheel extending to a minimum of 40mm each side of the tyre tread, and a not more than 100mm above the ground when the vehicle is stationary is mandatory. Ref: P 57.5.2.

9 **Control Tyres:** All competitors shall use tyres from the list: **ref; (L) list 5. 6(a) All- Terrain page 202.**
No other tyres are allowed, no cutting is allowed

F BRAKES

Brakes are free except for the following:

Cooling of brakes. Only one flexible pipe to bring air to the brakes of each wheel is allowed, but its inside section must be able to fit within a circle with a 10cm diameter. The air pipes must not extend beyond the parameters of the vehicle when viewed from above.

G STEERING

The steering is free, including the housing; however the original operating principle must be retained.

H BODYWORK AND CHASSIS

1 Modifications to the body shell and chassis made necessary to allow for modifications authorised above are allowed. Fixed bulkheads may be rendered movable on condition that this does not modify their ability to prevent the passage of liquids and flame.

2 Strengthening of the sprung parts of the chassis and bodywork is allowed provided that the material used follows the original shape and is in contact with it. Reinforcements by composite materials are allowed irrespective of thickness.

3 Insulation material may be removed from the body shell and chassis.

4 Unused supports (i.e. spare wheel carrier) may be removed.

I EXTERIOR

1 The external contours and shapes of the car must be conserved in their entirety, except as permitted below:

(a) Bumpers, roo-bars: materials are free but the original shape and attachment points must be retained. A roo-bar may be fitted provided that it is entirely made of tubes and that it is mounted to the bumper. Its only function may be the protection of and mounting of auxiliary lights.

(b) Hub caps and wheel embellishers: must be removed.

(c) Windscreen wipers: The system is free in all respects save that it must comply with Construction and Use requirements. The washer reservoir may be relocated inside the cockpit, the number and capacity are free.

(d) External decorative/rubbing strips may be removed.

- (e) Jacking points are free as to type, location and number but must have no other function.
- (f) Light covers may be fitted provided their only function is protection and that they have no aerodynamic effect.
- (g) The location and type of registration plates are free provided that they comply with Construction and Use requirements.
- (h) Additional safety fastenings for the windscreen and other windows may be fitted provided that they do not improve the aerodynamics of the car.
- (i) Under vehicle protection may be fitted to protect the engine, radiator, suspension, transmission, fuel tank and exhaust. These parts may have no other function than the protection of those specified parts.
- (j) Wing extensions may be fitted, covering at least one third of the tyre's circumference, and being no greater than 5cm wide and 10cm tall in section. It is permitted to fit plastic protection parts inside the wings and the edges of the wing panel may be folded back if they protrude inside the wheel housing.
- (k) Removable pneumatic jacks are permitted.
- (l) Skirts are prohibited. No parts may be fitted between the sprung part of the car and the ground whose function is to fill this space.
- (m) It is permissible to remove or replace existing supports between the body and chassis, but is not permitted to change or add locations.
- (n) The materials of the doors, bonnets and boot lids, handles and hinges are free, provided that their external appearance and operation is retained.
- (o) The material and operation of the front lateral windows are free. The windows must be transparent and at least 4mm thick.

J COCKPIT

- 1 No mechanical parts may protrude into the cockpit. Modifications to the cockpit must not be dangerous for the occupants of the vehicle especially in the event of a crash.
- 2 The dashboard is free but must not have any protruding parts.

K SEATS

- 1 The front seats are free and may be replaced, they may be relocated rearwards but the seat back shall not be behind a vertical line defined by the leading edge of the rear seat as originally fitted. Rear seats and parcel shelves/load area covers may be removed.
- 2 All padding and insulation material may be removed from the underside of the roof.
- 3 Insulating and padding may be removed from the floor; the carpets are free and maybe removed. All other padding and insulation may be removed from the car.
- 4 The heating system is free and may be removed. Where the system is removed an electric demisting system or similar must be fitted. Air conditioning may be disconnected or removed.
- 5 The steering wheel is free and the steering lock may be removed.
- 6 It is permitted to install a ventilation flap in the roof in accordance with the following conditions:
 - (a) maximum height 10cm.
 - (b) Displacement within front third of roof area.
 - (c) Hinges on the rear edge.
 - (d) Maximum width of 50cm.

L ADDITIONAL ACCESSORIES

All those which have no influence on the car's behaviour, power or performance are allowed. All controls must retain their intended function and may be adapted for ease of use and accessibility. All gauges and measuring devices are free and may be added or deleted. However a speedometer must be fitted. The horn may be added to and changed. Circuit breakers are free as to number and location. The original windscreen may be replaced with a laminated windscreen with an integral defrosting device fitted. A fly-off handbrake mechanism may be fitted. Spare wheels must be securely fitted and must not intrude on the space reserved for the crew members. No external bodywork modifications may result from the spare wheel's installation. Additional compartments may be added to the glove compartment and pockets added to the doors. Additional insulation to protect the vehicle's crew from fire may be added to the bulkheads. The joints in the gear linkages may be changed.

M ELECTRICAL SYSTEM

- 1 The nominal voltage of the original system must be retained.
- 2 The wiring harness & fuses are free as are the routing and location of the same.
- 3 The battery(ies) are free but must be securely fitted and covered to avoid leaks and short circuits. The original number of batteries must be retained. Where the battery is relocated it must be attached to the body using a metal sheet and two metal clamps fixed to the floor by nuts and bolts of 10mm diameter, with 3mm thick reinforcements at the securing holes of 20cm². The battery must be covered by a leak proof box and where installed behind the front seats within the cockpit the box must be ventilated to the exterior of the vehicle.

- 4 The generator is free but must retain the original drive system. Its location is free and may only be located inside the cockpit if that was the original location.

N LIGHTING

The car's lighting must respect the lighting requirements of the current Motor Vehicles' Lighting Regulations. Apart from that requirement the lighting systems are free and the location of the indicators and parking lights may be modified. Where this is done the original orifices must be sealed. Additional or alternative reversing lights may be fitted and may be incorporated into the bodywork but may only be illuminated upon the engagement of reverse gear. The fitting of additional forward facing lights may be subject to restriction by event supplementary regulations. Two rear high intensity lights shall be fitted as high as possible. K 5.1 5.2 and P 57.4.1 to 57.4.3

17.3 **GROUP 3 - PROTOTYPES**

Prototype vehicles are defined as cars which are free as to origin and design.

A ENGINE

The engine is free as to its type and its location. **A rebore is allowed to a maximum of 60 thou or to manufacturer's maximum specification.**

B TRANSMISSION

The Transmission is free including the gearbox, transfer box, differentials and axles, as to the type and location.

C SUSPENSION

The suspension is free as to its type and location.

D BRAKES

The brakes are free, but a handbrake must be fitted.

E STEERING

The Steering is free but must be a mechanical system, power assistance is permitted.

F WHEELS AND TYRES

- 1 Wheels are free.
- 2 Where the wheel is secured by a central nut this must be fitted with a safety spring painted dayglo red at all times. This spring must be replaced after each wheel change and spares must be carried within the vehicle.
- 3 The fitting of mud flaps, of a flexible material not less than 5mm thick, behind each road wheel extending to a minimum of 40mm each side of the tyre tread, and a not more than 100mm above the ground when the vehicle is stationary is mandatory. Ref: P 57.5.2.
- 4 **Control Tyres:** All competitors shall use tyres from the list: **ref; (L) list 5. 6(a) All- Terrain page 202.**
No other tyres are allowed, no cutting is allowed

G CHASSIS

The chassis is free. Jacking points may be added as necessary and their type is free.

H BODYWORK

The materials and design of the bodywork are free but must respect the general prescriptions of the MSA. A laminated windscreen with an integral defrosting system may be fitted. A demisting system and a windscreen wiper/ washer system must be fitted. Where front lateral windows are fitted they shall be of a transparent material not less than 3mm thick. A roo-bar of tubular construction may be fitted to the chassis provided its only function is the protection and mounting of auxiliary lights.

I COCKPIT

- 1 No mechanical parts may protrude into the cockpit. Fixtures and fittings within the cockpit must not be dangerous for the occupants of the vehicle especially in the event of a crash.
- 2 The dashboard is free but must not have any protruding parts.
- 3 The heating system is free.
- 4 The steering wheel is free and the steering lock may be removed.
- 5 It is permitted to install a ventilation flap in the roof in accordance with the following conditions:
 - (a) maximum height 10cm
 - (b) displacement within front third of roof area
 - (c) hinges on the rear edge
 - (d) maximum width of 50cm

J ADDITIONAL ACCESSORIES

All those which have no influence on the car's behaviour, power or performance are allowed. All controls must retain their intended function and may be adapted for ease of use and accessibility. All gauges and measuring devices are free and may be added or deleted. At least one horn must be fitted. Circuit breakers are free as to

number and location. A fly-off handbrake mechanism may be fitted. Spare wheels must be securely fitted and must not intrude on the space reserved for the crew members. Insulation to protect the vehicle's crew from fire may be added to the bulkheads.

K ELECTRICAL SYSTEM

- 1 The nominal voltage of the system is free.
- 2 The wiring harness & fuses are free as are the routing and location of the same.
- 3 The battery(ies) are free but must be securely fitted and covered to avoid leaks and short circuits. The original number of batteries must be retained. Where the battery is relocated it must be attached to the body using a metal sheet and two metal clamps fixed to the floor by nuts and bolts of 10mm diameter, with 3mm thick reinforcements at the securing holes of 20cm². The battery must be covered by a leak proof box and where installed behind the front seats within the cockpit the box must be ventilated to the exterior of the vehicle.
- 4 The generator is free but it may not be located within the cockpit.

L LIGHTING

Two red warning lights must be fitted to the specification of K 5.1 5.2 and P 57.4.1 to 57.4.3. Apart from that requirement the lighting systems are free and the location of the indicators and parking lights may be modified. Where this is done the original orifices must be sealed. Additional or alternative reversing lights may be fitted and may be incorporated into the bodywork but may only be illuminated upon the engagement of reverse gear. The fitting of additional forward facing lights may be subject to restriction by event supplementary regulations.

17.4 GROUP 4 – 2 WHEEL DRIVE

- 1) All types of two wheel drive vehicles must comply with the technical, tyre, and safety regulations in regulation 17.3. Prototype
- 2) **Control Tyres.** All competitors shall use tyres from the list: **ref; (L) list 5. 6(a) All- Terrain page 202.**
No other tyres are allowed, no cutting is allowed.

18. AMALGAMATION OF CLASSES

If, by the end of signing-on prior to the first round of the Championship, any class has less than five entries, the Organisers will not amalgamate classes but may reduce the awards list as deemed appropriate in respect of this Championship. Similarly, if there shall be a very large entry in any one class, the Organisers reserve the right to sub-divide that class into two or more new classes.

19. FILMING of EVENT

The MSA & Nationwide 4x4 Ltd own the Television Broadcast, Commercial Still Photography, Film and Video rights to all aspects of the Britpart MSA British Cross Country Championship Rounds. Only those companies and individuals who have made written application to and have been authorised in writing by The MSA & Nationwide 4x4 Ltd prior to the event are permitted to undertake any of the above. The MSA & Nationwide 4x4 Ltd will take any measures necessary to protect their rights in respect of the above. The Chief Scrutineer must be notified of cameras fitted to vehicles by film crews and or competitors.

20 ACKNOWLEDGEMENTS

The Organisers wish to thank:-

The various Landowners without whose kind co-operation this Championship could not take place.

The Championship Sponsors: **Britpart**

The following for their help and co-operation in running the events:

All Motor clubs and individuals involved in building and dismantling the stages, marshalling and providing radio cover;

All Doctors, Paramedics, Rescue and Recovery units.

And all the competitors, good luck for 2010.

BRITPART MSA BRITISH CROSS COUNTRY CHAMPIONSHIP 2010

Entry Form

No: _____

Type or Block Capitals throughout please!

(For official use only)

DETAILS		DRIVER	PASSENGER
Forenames:			
Surname:			
Address:			
Post Code:			
Phone	Day		
	Evening		
	Mobile		
Fax:			
E-mail			
MSA Licence No			
NEXT OF KIN			
Address			
Phone No			

VEHICLE

Make		Model		Capacity	
Spring type		Class		Reg No	
Fuel	Petrol / Diesel / LPG	Forced Induction	YES / NO	Colour/s	

FEES

BRITPART MSA BRITISH CROSS COUNTRY CHAMPIONSHIP 2010	£ 1000 <i>or</i> £ 500 + 2 X £250
Please make cheques payable to MARCHES 4x4 MOTORSPORT MANAGEMENT LTD	£1000

All CORRESPONDENCE will be sent to the DRIVER

Media and Commentary Information

Type or Block Capitals throughout please!
THIS FORM MUST BE COMPLETED ACCURATELY

	DRIVER	PASSENGER
Married ?		
No. of children & ages		
Hobbies		
How long off-roading		
Member of which Off Road or Motor Clubs		
Notable results		
How long rallying		
Notable results <small>continue over</small>		

Sponsors:

Publicity Please give the name of organisation and personal contact (if you have one):-

Local Radio:

Telephone: Fax:

Local Newspaper:

Telephone: Fax:

Local TV:

Telephone: Fax:

OFFICIAL USE ONLY

Recd:	Amount:	Reference: DRIVER
Ack:	Account:	Reference: PASSENGER

DECLARATION OF INDEMNITY

I declare that:

1. I have been given an opportunity to read the General Regulations of the Motor Sports Association and, if any, the Supplementary Regulations for this Championship and its rounds and agree to be bound by them. I declare that I am physically and mentally fit to take part in the events and I am competent to do so. I acknowledge that I understand the nature and type of the competition and the potential risk inherent with motor sport and agree to accept that risk. Further I understand that all persons having any connection with the promotion and/or organisation and/or conduct of the event are insured against loss or injury caused through their negligence.
2. To the best of my belief the driver(s) possess the standard of competence necessary for an event of the type to which this entry relates and that the vehicle entered is suitable and roadworthy for the event having regard to the course and the speeds which will be reached.
3. The use of the vehicle hereby entered is covered by insurance as required by the law which is valid for such part of this event as shall take place on roads as defined by the law.
4. I understand that should I at any time of this event be suffering from any disability whether permanent or temporary which is likely to affect prejudicially my normal control of the vehicle, I may not take part unless I have declared such disability to the Royal Automobile Club Motor Sports Association Ltd which has, following such declaration, issued a licence which permits me to do so.
5. Any application form for a licence which was signed by a person under the age of 18 years was countersigned by that person's parent/legal guardian/guarantor, whose full names and addresses have been given.
6. If I am the Parent/Guardian/Guarantor of the driver I understand that I shall have the right to be present during any procedure being carried out under the Supplementary Regulations issued for this event and the General Regulations of the MSA. As the Parent/Guardian/Guarantor I confirm that I have acquainted myself with the MSA General Regulations, agree to pay any appropriate charges and fees pursuant to those Regulations (to include any appendices thereto) and hereby agree to be bound by those Regulations and submit myself without reserve to the consequences resulting from those Regulations (an any subsequent alteration thereof). Further, I agree to pay as liquidated damages any fines imposed upon me up to the maxima set out in Appendix 1 no 13 (page382).

Note: Where the Parent/Guardian/Guarantor is not present there must be a representative who must produce a written and signed authorisation to so act from the Parent/Guardian/Guarantor as appropriate.

State your age if you are under 18 _____

I enclose the appropriate Entry Fee.

Signature of Entrant: Date:

Signature of Driver: Date:

Signature of Passenger Date:

.....
Guardian of Driver Guardian of Passenger

COMPLETION OF ENTRY

1. Check that you have completed all questions on this form.
 2. Check that you have completed the Entry & Commentary Information form accurately. No entry will be accepted without this - see Article 5.2
 3. Enclose the Entry Fee.
 4. The Entrant and all drivers must sign the Declaration above.
 5. Send to the Championship Secretary
- LILIAN TURLEY, OAKDENE, 32 PARK ROAD, BERRY HILL, COLEFORD, GLOUCESTERSHIRE. GL16 7QU**
6. Enclose a ¾ view photograph of the vehicle.

BRITPART BRITISH CROSS COUNTRY TROPHY 2010 REGULATIONS

The Regulations of the **BRITPART MSA BRITISH CROSS COUNTRY CHAMPIONSHIP 2010** shall apply except as modified below.

1. TITLE and JURISDICTION

THE BRITPART BRITISH CROSS COUNTRY TROPHY 2010 is promoted by **NATIONWIDE 4X4 LTD** and organised and administered by **MARCHES 4x4 Motorsport Management Ltd** in accordance with the General Regulations of the MSA (incorporating the provisions of the International Sporting Code of the FIA)

Championship Registration No: 2010/C-C/02

2. COMPETITORS

2.1 Competitors must be fully paid up members of the following MSA recognised Club and drivers must never have competed in a competitive safari at greater than National B status as drivers

- (1) The Association of Rover Clubs Ltd
- (2) All Wheel Drive Club Ltd
- (3) Northern Off Road Club Ltd
- (4) The Welsh Association of Motor Clubs
- (5) British Army Motoring Association
- (6) Southern Counties Off Road Club
- (7) Marches 4x4 Motorsport Management Ltd

2.2 Competitors must hold an MSA Clubman's Competition Licence or higher to be eligible for the **BRITPART BRITISH CROSS COUNTRY TROPHY 2010**. They will also have to comply with all the criteria specified in Article 3 - Registration.

3. REGISTRATION

The registration fee for the **BRITPART BRITISH CROSS COUNTRY TROPHY 2010** will be **£1000** per driver payable on entry or a current cheque for £500 and two cheques, each for £250, post-dated to 01 June and 01 September 2010

10. POINTS

The overall and class points will be awarded as for the **BRITPART MSA BRITISH CROSS COUNTRY CHAMPIONSHIP 2010**

11. AWARDS

The following awards will be presented: -

OVERALL – 1st driver BRITPART BRITISH CROSS COUNTRY TROPHY 2010 (National B)
 2nd driver - subject to a minimum of 5 registrations
 3rd driver - subject to a minimum of 8 registrations

In order to be eligible for the above awards competitors will need to have started 5 events and count their best 5 scores. The above competitors will not be eligible for class awards.

CLASS AWARDS – subject to at least 10 registrations in the BRITPART BRITISH CROSS COUNTRY TROPHY 2010

- 1st in class – driver
- 2nd in class – driver

12. CLASSES BRITPART BRITISH CROSS COUNTRY TROPHY 2010

GROUP	PERMITTED TYPE	CLASS	ENGINE (CC)	QUICK GUIDE TO PERMITTED MODIFICATIONS
4	All vehicles	F20	< = 3600	Anything allowed in the CHAMPIONSHIP Regulations.
5	All vehicles	F21	> 3600	Anything allowed in the CHAMPIONSHIP Regulations

13. TYRES

Control Tyres. All competitors shall use tyres from the list: ref; (L) list 5. 6(a) All- Terrain page 202.
 No other tyres are allowed, no cutting is allowed.

BRITPART BRITISH CROSS COUNTRY TROPHY 2010

Entry Form (National B)

No: _____

Type or Block Capitals throughout please!

(For official use only)

DETAILS	DRIVER	PASSENGER
Surname:		
Forenames:		
Address:		
Post Code:		
Phone - day: Fax:		
Phone - evening:		
E-mail		
MSA Comp Licence No		
NEXT OF KIN		
Address:		
Telephone Number:		
<u>ALL</u> CORRESPONDENCE will be sent to the Driver.		

VEHICLE

Make		Model		Capacity	
Spring type		Trophy Class		Reg No	
Petrol/Diesel		Forced Induction YES / NO		Colour/s	

FEES

BRITPART BRITISH CROSS COUNTRY TROPHY 2010 ENTRY FEE £1000 or current cheque for £500 and two cheques, each for £250, post-dated to 01 June & 01 September 2010	
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Please make all cheques payable to **Marches 4x4 Motorsport Management Ltd**

Media and Commentary Information

Type or Block Capitals throughout please!
THIS FORM MUST BE COMPLETED ACCURATELY

	DRIVER	PASSENGER
Married ?		
No. of children & ages		
Hobbies		
How long off-roading		
Member of which Off Road or Motor Clubs		
Notable results		
How long rallying		
Notable results <small>continue over</small>		

Sponsors:

Publicity Please give the name of organisation and personal contact (if you have one):-

Local Radio:

Telephone: Fax:

Local Newspaper:

Telephone: Fax:

Local TV:

Telephone: Fax:

OFFICIAL USE ONLY

Recd:	Amount:	Reference: DRIVER
Ack:	Account:	Reference: PASSENGER

DECLARATION OF INDEMNITY

I declare that:

2. I have been given an opportunity to read the General Regulations of the Motor Sports Association and, if any, the Supplementary Regulations for this Championship and its rounds and agree to be bound by them. I declare that I am physically and mentally fit to take part in the events and I am competent to do so. I acknowledge that I understand the nature and type of the competition and the potential risk inherent with motor sport and agree to accept that risk. Further I understand that all persons having any connection with the promotion and/or organisation and/or conduct of the event are insured against loss or injury caused through their negligence.
7. To the best of my belief the driver(s) possess the standard of competence necessary for an event of the type to which this entry relates and that the vehicle entered is suitable and roadworthy for the event having regard to the course and the speeds which will be reached.
8. The use of the vehicle hereby entered is covered by insurance as required by the law which is valid for such part of this event as shall take place on roads as defined by the law.
9. I understand that should I at any time of this event be suffering from any disability whether permanent or temporary which is likely to affect prejudicially my normal control of the vehicle, I may not take part unless I have declared such disability to the Royal Automobile Club Motor Sports Association Ltd which has, following such declaration, issued a licence which permits me to do so.
10. Any application form for a licence which was signed by a person under the age of 18 years was countersigned by that person's parent/legal guardian/guarantor, whose full names and addresses have been given.
11. If I am the Parent/Guardian/Guarantor of the driver I understand that I shall have the right to be present during any procedure being carried out under the Supplementary Regulations issued for this event and the General Regulations of the MSA. As the Parent/Guardian/Guarantor I confirm that I have acquainted myself with the MSA General Regulations, agree to pay any appropriate charges and fees pursuant to those Regulations (to include any appendices thereto) and hereby agree to be bound by those Regulations and submit myself without reserve to the consequences resulting from those Regulations (an any subsequent alteration thereof). Further, I agree to pay as liquidated damages any fines imposed upon me up to the maxima set out in Appendix 1 no 13 (page382)

Note: Where the Parent/Guardian/Guarantor is not present there must be a representative who must produce a written and signed authorisation to so act from the Parent/Guardian/Guarantor as appropriate.

State your age if you are under 18 _____

I enclose the appropriate Entry Fee.

I have never competed in a Competitive Safari at higher than National B status as a DRIVER.

I declare that the information given on this entry form is a correct statement of facts as verified by me.

Signature of Entrant: Date:

Signature of Driver: Date:

Signature of Passenger: Date:

.....
Guardian of Driver

.....
Guardian of Passenger

COMPLETION OF ENTRY

1. Check that you have **completed all questions** on this form.
2. Check that you have **completed the Entry & Commentary Information form accurately. No entry will be accepted without this - see Article 5.2**
3. Enclose the **Entry Fee.**
4. The Entrant and Crew must **sign the Declaration** above.
5. Send to the Trophy Secretary,
LILIAN TURLEY, OAKDENE, 32 PARK ROAD, BERRY HILL, COLEFORD, GLOUCESTERSHIRE. GL16 7QU
6. Enclose a ¾ view photograph of the vehicle.

