

**THE BRITISH AUTOMOBILE RACING CLUB (WALES)**  
**2011 SUMMER SPRINT WEEKEND.**  
**At PEMBREY CIRCUIT.**  
**SUPPLEMENTARY REGULATIONS**

1. BARC (Wales) will organise a sprint weekend National A and National B permit Sprint on Saturday and Sunday 4<sup>th</sup> / 5<sup>th</sup> June 2011 at Pembrey Circuit, Llanelli, South Wales  
The circuit will be:-  
Saturday / Sunday 2.4 miles approx (NB a lap and a half) in a Clockwise direction.
2. The meeting will be governed by the General Regulations of the Motor Sports Association Ltd. (incorporating the provisions of the International Sporting Code of the FIA), these Supplementary Regulations and any written instructions that the organising club may issue for the event.
3. The MSA Permit Numbers are  
National A 64565  
National B 64564
4. The event is open to all fully elected members of
  - a. The 2011 SBD Motorsport British Sprint Championship holding a minimum National "A" competition Licence.
  - b. Midland Speed Championship.
  - c. B.A.R.C. / SBD Speed Championship 2011
  - d. The 2011 Trident Engineering, W.A.M.C. Sprint & Hillclimb Championship in association with Bartlett Engineering (South Wales) Ltd..
  - e. Westfield SCC Speed Series 2011
  - f. T.V.R. Speed Championship
  - g. REIS /H.S.A Speed Championship,
  - h. Nottingham Sports Car Club Championship  
together with members of BARC, BARC (Wales), BMSA, WAMC, RIAC
5. The event is rounds of :-  
The 2011 SBD Motorsport British Sprint Championship holding a minimum National "A" competition Licence.  
The 2011 Midland Speed Championship  
2011 B.A.R.C. / SBD Speed Championship  
The 2011 Trident Engineering, W.A.M.C. Sprint & Hillclimb Championship in association with Bartlett Engineering (South Wales) Ltd.,  
Westfield SCC Speed Series 2011.  
T.V.R. Speed Championship  
REIS/H.S.A Speed Championship  
Nottingham Sports Car Club Championship  
holding a minimum National "B" Competition Licence
6. All Competitors must have a current MSA Competition Licence of the required grade or a valid licence issued by the ASN of a member State of the EC, Club Membership Card and / or Championship Registration Card. .For a driver to compete in a Racing or a Sports Libre Car Manufactured after 31/12/60 of more than 2000cc (or 1428cc if forced induction), must hold a Speed National 'A' or race licence unless the car is currently licenced for use on the public highway, and competes in the event in a road legal condition

- 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 their competition licence on their Upgrade Card may be specifically observed at the event.

7. The programme of the meeting for will be.

Scrutineering 7.30 a.m. to 9.30 a.m. :- unless by prior arrangements

Signing on 7.30 a.m. to 9.30 a.m. :- unless by prior arrangements

Competitors not signed on by 10.00 a.m. may be excluded.

Competitors may walk the course prior to 9.00 a.m

**There will be a Convoy run.**

And one Practice run see .. (S) 2.1.3

Practice starts 9.15 a.m Timed Runs start as soon as possible after practice.

8. The length of the course on Saturday and Sunday will be approx 2.4 miles clockwise and consists of right and left-hand bends on a tarmac surface.

### **3 TECHNICAL REGULATIONS**

#### **3.1 Eligible Vehicles**

Competing Cars must comply with 2011 MSA regulations; S.10 - S. 15 as applicable including all safety requirements.

To be eligible for marking in the Championship all competitors' vehicles must carry Championship decals which will be supplied by the Championship organisers.

Forced induction equivalence is 1.4. Diesel engine equivalence is 0.714. Forced induction Diesel engine equivalence is  $1.4 \times 0.714 = 1.0$ . Rotary engine equivalence is 1.5. Forced induction rotary engine equivalence is  $1.4 \times 1.5 = 2.1$ .

Within these regulations, the term “silhouette” shall be interpreted as defined in the 2010 MSA regulations Section B “The outline of the original body shape, in the side and plan view, of the vehicle above a line drawn through the front and rear hubs.”

Some of the venues used by the Championship have more stringent silencing requirements than those specified by MSA regulation (J) Chart 5.18 Cars competing at any event must meet the silencing requirements as specified in the Supplementary Regulations for that event.

#### **3.2 Classes:**

##### **Standard production car class. (SP)**

Standard Saloon and Sports Cars are defined as Roadgoing Production Cars produced in quantities of not less than 1000 per annum, which must be taxed, insured (no trade plates), and MOT'd where applicable with documents available for inspection.

NO modifications (optional or otherwise) are permitted which are likely to improve the performance and handling of the car with the following exceptions:

The standard wheel rim width must be used . . . . .

The air cleaner and exhaust system must remain as production or pattern replacement including catalyst if fitted.

In the interests of safety the front seats may be replaced by a competition version which must be fully trimmed, not just a bare shell. Pyrotechnic safety devices such as airbags and seatbelt pretensioners may be disconnected or removed.

No other modifications, except the fitting of a roll cage, are allowed in class SP

The only permitted tyres in this class, are those defined in the current MSA Competitors; and Officials yearbook Technical Regulations (L) List 1A.

All cars running in the above class must remain in totally road legal form at all times.

In the event of an unresolved eligibility problem, the driver of the car concerned may be asked to produce a manufacturer's catalogue within four weeks of the event in question to substantiate any queried modifications / specifications and allow the championship points to stand.

Kit cars, limited production cars, space framed or non-ferrous chassis construction road cars and one-off road-going cars are not permitted in Class SP

#### **Road-going series production car classes.**

- Class 1A: Road going series production cars up to 1400cc, excluding Kit, Replica, Space-framed and non-ferrous chassis construction cars.**
- Class 1B: Road going series production cars over 1400cc up to 2000cc, excluding Kit, Replica, Space-framed and nonferrous chassis construction cars.**
- Class 1C: Road going series production cars over 2000cc, excluding Kit, Replica, Space-framed and non-ferrous chassis construction cars.**

Cars running in Road Modified classes 1A to 1C inclusive must conform to the regulations for Roadgoing Production Cars defined in the 2011 MSA Technical Regulations (S) 11. with the following amendments:

Limited edition models produced in volumes of less than 1000 per annum will be eligible if they are based on a standard model that was produced in volumes of greater than 1000 per annum, and the differences between the car as presented at an event and the eligible standard car are permitted as modifications in these classes.

Cars must be taxed (no trade plates), insured, MOT'd where applicable with documents available for inspection.

A full sized glass windscreen (a single windscreen the full width of the car and with a minimum glass measurement of 235mm between the top and bottom frames of the windscreen) must be fitted in the standard position. Cars supplied without full sized windscreens are not permitted in these classes. With the exception of the bonnet and boot-lid, all bodywork must remain in the original material. Wheel arch extensions may be added but the original wheel arch may not be modified.

Pyrotechnic safety devices such as airbags and seatbelt pretensioners may be disconnected or removed. The steering wheel may be replaced by a non-standard item.

The only permitted tyres within these classes are those defined in the 2011 MSA Technical Regulations (L) List 1A. and List 1B Tyres must be in a Road Legal Condition

Exhaust systems must include a working catalytic converter on all cars manufactured after 31<sup>st</sup> Dec. 1999

Brake calipers, discs master cylinder & Pads can be modified Carbon discs are not permitted. Modification of the brake pedal is not permitted. Anti-lock braking systems can be removed but cannot be added to a vehicle that did not have this as a manufacturer specified option.

Suspension pickup points and method of operation must remain as standard (e.g. torsion bar cannot be changed to coil springs). Suspension bushes may be upgraded with a harder material. The fitting of an upgraded front and of rear anti-roll bar is permitted. Strut braces across the top of the front suspension turrets are allowed but these must be removable and not welded in place. Dampers are free but method of operation and location must remain as standard. The fitting of spherical type or rod end joints is not permitted. Except at the top of the suspension strut. Only when fitted as a manufacturer specification option would spherical type or rod and joints be permitted.

Kit, Replica, Space-framed and non-ferrous chassis construction cars are not permitted in Classes 1A, 1B and 1C. In the event of an unresolved eligibility problem, the driver of the car concerned may be asked to produce a manufacturer's catalogue within four weeks of the event in question to substantiate any queried modifications / specification and allow the championship points to stand.

**Class 2A: Road going specialist production cars up to 1700cc.**

**Class 2B: Road going specialist production cars over 1700cc.**

Cars running in Road Modified classes 2A and 2B must conform to the regulations for Roadgoing Specialist Production Cars defined in the 2011 MSA Technical Regulations (S) 11 with the following amendments:

Cars must be taxed (no trade plates), insured, MOT'd where applicable with documents available for inspection.

A full sized glass windscreen (a single windscreen the full width of the car and with a minimum glass measurement of 235mm between the top and bottom frames of the windscreen) must be fitted in the standard position. Cars supplied without full sized windscreens are not permitted in these classes.

With the exception of the bonnet and boot-lid, all bodywork must remain in the original material. Wheel arch extensions may be added but the original wheel arch may not be modified. The air intake filter may protrude above the silhouette of the car to a maximum of 75mm. When the filter is removed, the silhouette must remain as standard. Exhaust systems are not considered to be part of the silhouette of the car.

Pyrotechnic safety devices such as airbags and seatbelt pretensioners may be disconnected or removed. The steering wheel may be replaced by a non-standard item.

The only permitted tyres within these classes are radial –ply tyres defined in the 2011 MSA Technical regulations (L) list 1A or (L) list 1B tyres must be in a road legal condition.

Exhaust systems must include a working catalytic converter on all cars manufactured after 31<sup>st</sup> Dec.1999.

All cars must have an operational reverse gear (164)

**Class 2C: Road-going Lotus Elise and Elise derived Cars**

Cars eligible for class 2C are the following: Lotus Elise, Lotus Exige, Lotus 340R, Vauxhall VX220 and Opel Speedster.

Cars competing in Class 2C must be totally based upon a standard production car. Modifications to enhance the performance are permitted but the cars must remain in totally road legal form at all times. They must be taxed, MOT'd (if applicable) and insured with documents available for inspection.

For all cars in class 2C the only permitted tyres are those defined in 2011 MSA Technical Regulations (L) list 1A or (L) list 1B

In the event of an unresolved eligibility problem the driver of the car concerned may be asked to produce a manufacturer's catalogue within four weeks of the event in question to substantiate any queried modifications / specifications and allow the championship points to stand.

### **Modified Production Cars Classes**

**Class 3A: Modified limited Production Cars up to 1400cc.**

**Class 3B: Modified limited Production Cars over 1400cc up to 2000cc.**

**Class 3C: Modified limited Production Cars over 2000cc.**

**Class 3D: Modified Production Kit, Replica, Space-framed cars with single engines up to 1800cc.**

**Class 3E: Modified Production Kit, Replica, Space-framed cars with single engines over 1800cc.**

Cars running in classes 3A to 3E inclusive must conform to the regulations for Modified Limited Production Cars and modified specialists Production cars defined in the 2011 MSA Technical Regulations (S) 12

**Class 5 Sports Libre Cars up to 2000cc and Hillclimb Supersports Cars.**

**Class 6: Sports Libre Cars over 2000cc.**

Cars running in classes 5 and 6 must conform to the regulations for Sports Libre cars defined in the 2011 MSA Technical Regulations (S) 14 .

**Class 7 Racing Cars up to 600 cc**

**Class 8 : Racing cars over 600cc up to 1100cc**

**Class 9A Formula Ford 1600 Racing Cars manufactured before January 1st 1994.**

**Class 9B: Racing Cars over 1100cc up to 1600cc.**

**Class 10 Racing Cars over 1600cc up to 2000cc.**

**Class 11 Racing Cars over 2000cc.**

Cars running in classes 7 to 11 inclusive must conform to the regulations for Racing Cars defined in the 2011 MSA Technical Regulations (S) 15 .

For all cars running in class 9A the permitted tyres are as follows: Avon ACB10 – Front tyres marked “Formula Ford” with the code 7317, rear tyres marked “Formula Ford” with the code 7319. Avon ACB9 – Front tyres marked “FF” with the code 7267, rear tyres marked “FF” with the code 7290.

**Class 12A Roadgoing Series Production / road going specialist cars (Classic Saloons and Sports Cars.).**

manufactured before 1972. (S) 10.10.1 to 10.10.07

**Class RC Roadgoing Series Production / road going specialist cars (Rally Cars)**

The R.C. class must comply with the MSA Blue Book requirements for Stage Rally cars and are not required to be taxed as for single venue events and must comply with the M.S.A. yearbook Definitions for 2010 (S) 10.10.1 to 10.10.07

**Class HRC Roadgoing series production / road going specialist cars (Historic Rally Cars)**

This class is open to Historic Category 1, 2 & 3 Rally Cars which must comply with the M.S.A. yearbook Definitions for 2010 (S) 10.10.1 to 10.10.07

### **3.3 Safety Requirements**

Drivers must comply with (S) at all times.

**NOISE:-** All cars must be silenced to a maximum noise level as per 2011 MSA Year Book

**NOTE:** Cars using forced induction will be classified as having an engine capacity increase of 40%.(1.7)

## GENERAL TECHNICAL REQUIREMENTS AND SAFETY REQUIREMENTS

ALL cars must comply with 2011 MSA Yearbook.

10. Awards will be presented at the end of event (Any award due to a competitor who fails to attend the prize-giving will be forfeited):-  
Fastest Time of the Day                      an award  
FTD Driver will receive only one award  
First in Class                                      an award  
2nd in Class (subject to 5 starters) an award  
3<sup>rd</sup> in Class (subject to 10 starters) an award  
Lady Driver of the day                      an award  
Classes will not be amalgamated but a token award will be presented in Classes with only one entry.

The BARC (Wales) Speed Cup will be presented during the Awards presentation and will be awarded to one of The Trident Engineering W.A.M.C.Sprint and Hillclimb Championship who is a member of B.A.R.C (Wales).

The entry list opens on publication of these SR's and closes for all Championship contenders on 9<sup>th</sup> May 2011    **The entry fee is £220 for the weekend**

The closing date for non championship contenders, will be 23<sup>rd</sup> May, 2011. at the above fee.

Please fill in the entry form.. All entries must be made on the official entry form and be accompanied by the appropriate entry fee.

- 11 ANY PERSON WHO DOES NOT HOLD A BRITISH BANK ACCOUNT MUST MAKE ARRANGEMENTS FOR THEIR ENTRY FEE TO BE PAID IN STERLING CURRENCY IN THE U.K

**Cheques should be made payable to B.A.R.C. (WALES).** Entry fees may be refunded on written notice received up to and including the closing date and an administration fee of £15.00 will be charged on all refunds

**A charge of £35.00 will be levied:-** For EACH RE-PRESENTATION of any cheque returned unpaid by the Bank. Any reserves failing to obtain an entry shall be refunded that entry fee IN FULL.

12. The maximum entry for each day is 100 (including reserves) and the minimum is 50. Should the minimum figure not be reached, the Organisers have the right to cancel the meeting (**Entries will be selected at organisers discretion**).

- 13 The Entry Secretary of the meeting to whom all entries should be sent to is:-

**MR. ALUN MORGAN, 25 HEOL Y PLAS, FFOREST, PONTARDULAIS,  
SWANSEA. SA4 OTY**

**TEL NO.                      01792 884713**

**e-mail address            Alun@alunmorgan.orangehome.co.uk**

14. Other Officials are:

RAC Steward	TBA
Club Stewards	John SurrIDGE & Neil Fuller
Chief Clerk of Course	John Hopkinson
Clerk of Course	Alun Morgan
C of C Admin	Anita Williams
C of C Operations	Keryl Williams
Sec. of the meeting	Brian Parsons
	81 Dinas-Baglan Road
	Port Talbot
	SA12 8DT
	Tel:- 07817961651

MSA Chief Scrutineer	Huw Jones
MSA Scrutineers & Environment Scrutineer	Keith Morgan John Morgan Alan Hinton Howard Bancroft.
Timekeeper	Gethin Rees
Results	T.S.L. Timing
Medical Officers	Matthew Harries and Marcus Lewis.
Chief Marshal	Ernie Preece. Tel:- 07773904195
Extra contact	Anita Williams Tel 01792 893800
e-mail	<b><u>anita.williams1@btinternet.com</u></b>

15. Provisional results will be published as soon as possible following the end of the event.
16. Any protest must be lodged in accordance with **(C5.1 / 5.7)**. After this period, results will become final and awards will be presented.
17. Competitors will start in their own time on receipt of the start signal. The method of timing will be automatic. Timing starts when the vehicle breaks the light beam and finishes on completion of one lap when the vehicle again breaks the light beam. A timed lap consists of one lap from a standing start. Each competitor will be allowed a minimum of two timed runs with the fastest timed run of the day to count.  
The fastest 12 competitors in the British Sprint Championship will be given one or two further timed runs, according to time limit.
18. A timing strut is mandatory for ALL vehicles.
19. Competitors will be identified by numbers, which will **NOT** be supplied by the organisers and will **NOT** be available at the meeting. .
20. All other General Regulations of the MSA apply as written except for the following, which are modified: **(S) 2.1.3. PRACTICE - practice** will consist of a minimum of one run from a standing start.
21. All vehicles must be adequately silenced in accordance with **(J5.17.1 / 5.17.8)** a noise check may be carried out, . vehicles failing this test will be excluded. Vehicles deemed to be excessively noisy during the event may be excluded by the Clerk of the Course and in this respect as judge of fact his decision shall be final.
22. **FLAG SIGNALS:- RED FLAG STOP** until instructed to proceed by an Official, or Marshal. Competitors ignoring flag signals will be requested to see the Clerk of the Course and may be asked to leave the circuit.  
It is a condition of the event that vehicles do not overtake.
23. All named Officials shall be deemed Judges of Fact  
Facts to be judged will be posted on the notice board.
24. Your entry will be acknowledged within seven (7) days of receipt.
25. Confirmation of Final Instructions will be dispatched by first class post on 28<sup>th</sup> May, 2011.
26. **ANIMALS ARE NOT PERMITTED.**