

# Beetle Challenge

## 2008 Regulations

### 1.0. Title & Jurisdiction:

The Beetle Challenge 2008 is organised and administered by the **Classic Touring Car Racing Club** in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA), and these Challenge Regulations.

MSA Permit No: N/A

Race Status: National B

### 1.1. Officials:

Co-ordinator & Secretary

TBA.....

### 1.2. Eligibility Scrutineer:

TBA.....

### 1.3. Competitor Eligibility:

1.3.1. Entrants must be fully paid up valid membership holding members of any MSA Recognised Club and in possession of valid 2008 MSA Entrants Licences.

1.3.2. Drivers and Entrant/Drivers must be fully paid up card holding members of Classic Touring Car Club, be registered for the Challenge and be in possession of a valid Competition (Racing) NATIONAL B Licence (minimum).

Or, be a professional driver in possession of a valid Licence (featuring an EU flag) and medical, issued by the ASN of a member of the European Union.

1.3.3. All necessary documentation must be presented for checking when signing on.

#### **1.4. Registration:**

1.4.1 All DRIVERS must register as competitors for the Challenge by returning the Registration form to the Co-ordinator prior to the closing date for the first round being entered.

1.4.2 The Registration fee is £/To be advised/

1.4.3 Registrations will be accepted from the 1<sup>st</sup> January 2008 until the closing date of the final round.

1.4.4 Registration shall only be deemed complete if the vehicle data sheet is completed & submitted with the registration form

#### **1.5. Championship Rounds:**

Date: (To be advised)      Circuit: Stowe Silverstone      Organising Club/Centre: Classic Touring Car Club

#### **1.6. Scoring:**

Under FIA/MSA rules points cannot be awarded to competitors in a Series or Challenge that, by definition, does not have FIA/MSA Championship status.

1.6.1 No points will be awarded for the Challenge .

Points will be awarded to competitors listed as classified finishers in the final results as follows.

1<sup>st</sup> 2<sup>nd</sup> 3<sup>rd</sup> 4<sup>th</sup> 5<sup>th</sup> 6<sup>th</sup> 7<sup>th</sup> 8<sup>th</sup> 9<sup>th</sup> 10<sup>th</sup> (To be advised)

Plus 1 point for fastest lap in each round.

#### **1.7. Awards:**

1.7.1. Awards for races will be provided by the event organiser

1.7.2. Garland to winner and trophies to 1<sup>st</sup> 2<sup>nd</sup> 3<sup>rd</sup>

1.7.3. Bonuses

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

1.7.4. Presentations

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

1.7.6. Entertainment Tax liability:

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

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

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

For further information contact:- The Inland Revenue, Foreign Entertainers Unit, Centre for Non-residents, St Johns House, Merton Road, Merseyside. L69 9BB Tel 0151 472 6488 Fax: 0151 472 6483

#### 1.7.7. Title to all Trophies:

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

## 2.0 SPORTING REGULATIONS - JUDICIAL PROCEDURES:

2.1 Rounds: In accordance with Section O of the 2008 MSA Yearbook.

## 3. SPORTING REGULATIONS - RACE MEETINGS & RACE PROCEDURES:

### 3.1 Entries:

3.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry selection dates, which shall be 10 days before each round.

3.1.2. Incorrect or incomplete entries (Including Driver to be Nominated Entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Meeting receives the missing or corrected information or fee.

3.1.3. Any withdrawal of Entry or driver/Car changes made after acceptance of any entry must be notified to the Secretary of the Meeting in writing. If Driver/Vehicle changes are made after publication of Entry Lists with Final Instructions the Competitor concerned must apply for approval of acceptance by the Stewards of the Meeting BEFORE SIGNING-ON.

3.1.4. The Maximum Entry Fee for each round shall be £ TBA, although it is expected that the entry fee for most rounds will be in the region of £115.00 (*awaiting conformation*).

3.1.5. Plus a Late Entry Surcharge imposed by the Race Meeting Organizers for any entry received after the closing date specified in the Regulations for each round.

3.1.6. In the event of any rounds being oversubscribed the Organizing Club, in liaison with the Coordinator may at their discretion run Qualification Races. For qualification race procedures see 3.1.3 of these Regulations.

3.1.7. Reserves are to be nominated on the Final List of Entries published with Final Instructions or Amendment Sheet Bulletins. All Reserves will practice and replace withdrawn or retired entries in Reserve Number order irrespective of class. If Reserves are given Grid Places prior to issue of the first Grid Sheets for any round, the times set in Practice shall determine their grid positions.

If Reserves are given places after publication of the grid sheet and prior to cars being collected in the Official "Assembly Areas" they will be placed at the rear of the Grid and be started without any time delay.

Otherwise, they will be held in the "Assembly Area" and be released to start the race after the last car to start the GREEN FLAG LAP or last car to take the start has passed the start line or pit lane exit, whichever is later.

Such approval to start MUST be obtained from the Clerk of the Course.

All entries received shall be time and date stamped in order of receipt and opening.

### **3.2. Briefings:**

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

### **3.4. Qualification:**

Each driver should complete a minimum of three laps practice in the car to be raced and in the correct session in order to qualify for selection and order of precedence as set out in the MSA Regulations and the Clerk of the Course and/or Stewards of the Meeting shall have the right to exclude any driver whose practice times or driving are considered to be unsatisfactory - as per MSA Regulation J 4.4.3

### **3.5. Races:**

The format for rounds of the series will be advised in SR's and/or Final Instructions.

3.5.1. The minimum scheduled distance shall be determined by the race format [see below] whenever practicable but should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the Meeting it shall still count as a full round.

3.5.2. All rounds shall take the following format. The minimum period of practice to be provided is to be as specified in MSA regulations in respect of circuit lengths.

Race 1 (up to 12 minutes) - grid based on practice times; Race 2 (up to 20 minutes) - grid based on finishing order of Race 1. Cars which retire from the first race, but are able to race in the second race will be placed on the back of the grid in the reverse order of retirement.

The standard minimum scheduled distance shall be 12 miles whenever practicable but should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the Meeting it shall still count as a round.

3.5.3. All rounds are multiple race rounds.

3.5.4. The procedure for qualification races is specified in 3.13.

### **3.6. Starts:**

There will be two Starting Formats for rounds of the series to be advised in the appropriate SRs: a) Standing Start or b) Rolling Start.

#### **STANDING STARTS**

3.6.1. All race start countdowns are to have a minimum elapsed period of three minutes from the time all cars are released to form up on the grid to the start of the Green flag Lap(s) in the formation as specified on the Track License for each circuit.

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

3.6.3. 1 minute to start of Green Flag Laps – Start Engines/Clear Grid.

Remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.

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

3.6.4. Any cars removed from the grid after the one-minute stage or driven into the pits on Green Flag lap shall be held in the pit lane, and may start the race after the last car to take the start from the grid has passed the start line or pit lane exit whichever is the later.

3.6.5. Any drivers unable to start the Green Flag lap or start are required to indicate their situation as per MSA Regulation J13.10.2 and any drivers unable to maintain grid positions on the Green Flag Lap to the extent that ALL other cars are ahead of them, may complete the Green Flag lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.

3.6.6. Excessive weaving to warm-up tyres - using more than 50% of the track width, and falling back in order to accelerate and practice starts, is prohibited.

3.6.7. A five second board will be used to indicate that the grid is complete. The red lights will be switched on five seconds after the board is withdrawn.

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

#### **ROLLING STARTS**

3.6.9. All race start countdowns are to have a minimum elapsed period of three minutes from the time all cars are released to form up on the grid to the start of the Green flag Lap(s) in the formation as specified on the Track License for each circuit

3.6.10. The Countdown procedures shall be:

1 minute to start of Rolling Lap – Start Engines/Clear Grid

30 Seconds - Visible and audible warnings for the start of the Green flag lap.

3.6.11. Towards the end of the Rolling Lap(s) the pace car will leave the circuit after extinguishing its roof lights indicating a start is imminent. The grid will continue at a similar speed on the approach to the start line. All cars will start racing when the signal lights or starting flag is shown as advised in the Supplementary Regulations/Final Instructions.

3.6.12. Any cars removed from the grid after the one-minute stage or driven into the pits on Green Flag lap shall be held in the pit lane. They may start the race after the last car to take the start from the grid has passed the start line or pit lane exit, whichever is the later.

3.6.13. Any drivers unable to start the Green Flag lap or start are required to indicate their situation as per MSA Regulation J13.10.2.

3.6.14. Any drivers unable to maintain grid positions on the Green Flag laps to the extent that all other cars are ahead of them may complete the Green Flag Lap. They MUST remain at the rear of the last row of the grid until the car passes the start line. The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.

3.6.15. Aborted Start:

If the start is aborted prior to the pace car pulling off, the pace car will lead the field around the circuit for an additional lap and a new start will be attempted. The race will not start until the pace car pulls off the circuit, at which point the two leading vehicles maintain speed and position approaching the start line (3.6.10). If the start signal is not given, the grid will proceed around the circuit maintaining speed, and position to attempt another start. At the discretion of the Clerk of the Course, the race distance may be reduced accordingly following aborted starts.

### 3.7. Race Stops:

3.7.1. Should the need arise to stop any race, RED LIGHTS will be switched on at the Start line and RED FLAGS will be displayed at the Start line and at all Marshals Signaling Points around the Circuit. This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the starting grid area, which will automatically become a Parc Ferme area. Cars may not enter the pits unless directed to do so. Work on cars already in the pits must cease when a race is stopped.

3.7.2. Case A: Less than two laps completed by the race leader.

The race will be null and void. The Race will be re-start with drivers in their original grid positions. Retired competitors may be replaced by reserves who shall be started from the back of the grid in reserve order. Gaps on the grid created by retirements must not be closed up prior to the start of the race. The length (in time) of the restarted race will be determined by the Clerk of the Course.

3.7.3. Case B: More than two laps completed by the race leader but less than 50% of time elapsed:

The race will restart from a grid set out by the finishing order of part one (as per J5.4.4) The result of the race will be the finishing order at the end of part 2. The length (in time) of the restarted race will be determined by the Clerk of the Course.

3.7.4. If the leader has completed more than 50% of the race duration it shall not be re-started and the results will be declared in accordance with MSA Regulation J 5.4.4.

### **3.8. Re-Scrutiny:**

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

### **3.9. Assembly Area/Pits & Pit lane Safety:**

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

3.9.2. Assembly Area/Pit lane: The other lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take all due care and drive at minimum speeds in pit lanes and paddock areas.

3.9.3. Refueling: May only be carried out in accordance with the MSA J 14 Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.

3.9.4. Speed limit in the pit lane will be confirmed in the SR's for each event.

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

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

### **3.11. Race Results:**

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

### **3.12. Timing Modules:**

3.12.1. All competitors will be required to fit Electronic Self Identification Modules to their cars for the purposes of accurate timing. Holders for these and detailed fitting instructions will be issued with the transponders and it will be the responsibility of the competitor to fit these in the car in the position and manner specified. The Modules must be in place and functioning correctly for all qualifying practice sessions and races. The setting and servicing of these items must only be carried out by properly authorized MSA Licensed Timekeepers.

3.12.2. Competitors may not place electronic timing equipment within five meters of the official Start, Finish, or any other official timing lines at any event or test session/day. Any such equipment placed within these zones will be removed.

### **3.13. Qualification Races:**

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

### **3.14. Operation of Safety Car:**

3.14.1 *Use of the Safety Car will be dependant on the individual circuit and organizing club.* The Safety Car will be brought into operation to neutralize a race upon the sole discretion of the Clerk of the Course.

3.14.2. It is anticipated that in most cases the Safety Car will join and exit the circuit from the pit lane, and that the Safety Car boards will be shown initially from the start line, if for safety reasons either of these procedures are to be varied a specific drivers and observers briefing will be given at the event, detailing the exact procedure to be used.

3.14.3. On the order from the Clerk of the Course, the Safety Car will join the circuit with its revolving lights on, regardless of where the race leader is.

3.14.4. When the order is given to deploy the Safety Car a stationary yellow flag and 'SC' board will be displayed at the start finish line, and subsequently at each flag post, as the Safety Car approaches their sector. A second yellow flag may be used at those points where additional hazards are present. At circuits where the Safety Car is deployed from a location other than from the pit lane exit see (3.14.3) above.

3.14.5. Flashing yellow lights may also be used at the start line and at other points around the circuit

3.14.6. Each time the Safety Car passes a flag point the yellow flag will be waved continuously while the Safety Car and all competing cars following it remain in the section between this point and the next flag point.

3.14.7. All competing cars, when notified of the Safety Car intervention (by the flag signals, SC boards, or by any other means) will reduce speed and line up behind the Safety Car, no more than 5 car lengths apart, and maintaining the same speed as it. Overtaking or overlapping of any other competing car during a Safety Car intervention is forbidden. Overtaking of a Safety Car is forbidden unless the particular competitor concerned is signaled to overtake the Safety Car by the observer in the Safety Car.

3.14.8. When ordered to do so by the Clerk of the Course, the observer in the Safety Car will wave past any cars between the Safety Car and the race leader. These cars will continue at reduced speed and without overtaking until they reach the line of cars behind the Safety Car.

3.14.9. While the Safety Car is in operation competing cars may stop at their Pit, but may not rejoin the track while the Safety Car and the line of following it are passing the Pit Exit. A car rejoining the track will proceed at reduced speed and without overtaking until it reaches the end of the line of cars behind the Safety Car.

3.14.10. The Safety Car will remain in operation until at least all competing cars on the circuit are lined up behind it.

3.14.11. When the Clerk of the Course calls in the Safety Car it will extinguish the yellow flashing lights prior to exiting the circuit. (It is recommended that a minimum of 25% of a lap for circuits over 2 miles, and 50% of a lap of circuits under 2 miles should be completed with the lights extinguished).

3.14.12. Following the withdrawal of the safety car and prior to passing the green flag, the race leader will maintain pace.

3.14.13. When the Safety Car pulls off the circuit a green flag will be waved at the start line and /or the green light shown. Overtaking remains strictly forbidden until the car passes the green flag at the start line. All flag posts will withdraw their yellow flag and "SC" board, in race direction rotation and replace them with a stationary green flag for one lap.

3.14.14. [Each lap covered \*] while the safety Car is in service will be counted as a race lap].

#### **4.0. Race Penalties:**

##### **4.1. Infringements of Technical Regulations:**

4.1.1. Arising from post practice Scrutineering or Judicial Action:  
Minimum Penalty: The provisions of MSA REGULATION O.3.3.

4.1.2. Arising from post race Scrutineering or Judicial Action:  
Minimum Penalty: The provisions of MSA Regulations: O 3.5.1 (a) and (b).  
For infringements deemed to be of a more serious nature the Clerk of the Course and/or Stewards of the Meeting are to invoke the provisions of Regulation O 3.5.1 (c).

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

As per 2008 MSA Judicial Procedure Regulations plus:  
Drivers excluded from a round for committing a driving offence will automatically be prevented from participating in the subsequent round.

## 5. Technical Regulations:

### 5.1. Introduction

The following Technical Regulations are set out in accordance with the MSA specified format and it should be clearly understood that if the following texts do not clearly specify that you can do it you should work on the principal that you cannot.

### 5.2. General Description:

Beetle Challenge Race Series 2008 is for any type 1 Volkswagen Beetle. Vehicles do not have to be presented in a road legal condition but should be presented in a structurally sound condition and to suitable standard.

### 5.3. General Technical Requirements and Exceptions:

The body work must be all steel and maintain the standard silhouette and plan profile above and below the axle centre lines. The rear apron may not be altered from the standard bodywork (see 5.3.4). However the engine cover may be propped open by a maximum of 65mm, measured from the centre of the engine cover at its highest point. The engine cover must be firmly secured by a minimum of 2 quick release fixings.

5.3.1. The floor plan is to remain as standard.

5.3.2. Guttering must remain as standard.

5.3.3. No aerodynamic devices are permitted.

5.3.4. Rear panels may be made removable.

5.3.5. Bumper and bumper irons may be removed.

5.3.6. A laminated front windscreen must be fitted. Side and rear windows may be replaced with Perspex or similar within the confines of MSA Technical/Safety Regulations. Quarter lights may be removed and one piece type windows fitted.

5.3.7a. All interior trim must be removed.

5.3.7b. 1303 must retain its original dashboard moulding.

5.3.8. Full running boards must be retained in original locations. Jacking points may be removed. On board jacking systems are prohibited.

5.3.9. There is no stipulated minimum ride height, but vehicles must conform to MSA stipulated technical regulations.

5.3.10. Body panels may be exchanged between years.

## 6. Engine:

6.1. The engine specification is free. However the engine must be of the type originally fitted to the vehicle, all vehicles must use a type 1 engine, the use of type 4 or similar is strictly forbidden. Aftermarket type 1 replacement engine casings of any material are allowed provided they are a direct replacement for the original item.

6.2. Dry sumping is allowed.

6.3. Carburetion is free. For clarification fuel injection, supercharging and turbo charging is not permitted.

6.4. The exhaust system is free but must conform to MSA specifications.

6.5. The type of cooling is free (but must remain air cooled)

6.6. Extra oil coolers may be fitted but they and their associated fittings must remain internal to the bodywork.

## 7. Transmission:

7.1. Full synchromesh VW Type 1 gearbox must be used with 4 operable forward and one reverse gear. Removal of synchromesh units is prohibited. Locking or Limited slip differentials are allowed. Gear ratios are free. Aftermarket gearbox casings are allowed provided they are a direct replacement of a type 1 casing.

7.2. Gearbox mounts are free.

7.3. Up rated side plates and axles may be fitted.

## 8. Suspension:

8.1. Front and rear anti roll bars are free.

8.2. The use of spherical bearings and rod ends in the suspension is not permitted. (Urethane suspension bushes are allowed).

8.3. Adjustable rear spring plates are allowed.

8.4a. The original front suspension must be retained, lowering of the front suspension may be obtained by fitting "sway away" or similar adjusters, the amount of, or their positions free.

8.4b. Early king and link pin vehicles may update to accept the later frame head and ball joint front beam.

8.5. Narrowed front beams are permissible.

8.6. Swing axle cars may update the rear suspension to IRS provided it is done to factory specification.

- 8.7. Torsion Leaves/bars are free.
- 8.8. Dropped spindles may be used.
- 8.9. Long travel ball joints may be fitted.
- 8.10. Bump steer kits may be fitted.
- 8.11. Eccentric camber adjusters may be fitted.
- 8.12. Caster shims may used in any number.
- 8.13a. Front and rear dampers are free, but must be of the original type used.  
(No dampers with external reservoirs may be used).

#### **1302/1303 specific**

- 8.13b. 1302/03 May use coil over dampers on the front only.
- 8.14. An upper front strut brace may be fitted.
- 8.15. All suspension mounting points must remain as factory.
- 8.16. Front top mounts are free.

#### **9. Electrics:**

- 9.1. All standard vehicle lighting must be retained and be fully operational with all lenses/reflectors protected as per MSA regulations.
- 9.2. A high intensity rear warning light must be fitted and comply with MSA regulations.
- 9.3. Battery type and location is free. If fitted within the driver compartment a suitable battery box must be used.
- 9.4a. The standard type 1 VW distributor, Bosch 009 or its direct replacement must remain in the manufacturer's original form, be the sole means of ignition advance and retard and distribute the H.T. spark and trigger L.T. circuit. After market systems are not permitted.
- 9.4b. Points may be replaced with a single point electronic ignition conversion.
- 9.5. Rear number plate light and housing and associated wiring may be removed.
- 9.6. A generator/alternator must be fitted and in working order.
- 9.7. An electrical/master switch must be installed as per MSA yearbook.

## 10. Brakes:

10.1. Brake & pedal assemblies must remain as factory.

10.2. The choice of lining material is free.

10.3. Dual circuit brakes must be fitted.

10.4. No adjustable brake bias system (mechanical or hydraulic) is permitted.

10.5. Servo assistance is not permitted.

10.6. The handbrake does not have to be fitted or operational.

10.7. Front drum brakes may be upgraded with a disk brake conversion, the type of disk & calliper is free. Backing plates may be deformed or removed.

10.8. Rear drum brakes may be upgraded or replaced with an aftermarket disk brake conversion, the disk & calliper is free.

10.9. Braided brake pipes may be fitted.

## 11. Wheels & Steering:

11.1. The steering must be as standard in fitment and location and be used in an unmodified condition.

11.2. Wheels are free but must be of a maximum of f 5.5x15

## 12. Tyres:

12.1. Nominated tyre size 195-55-15.

12.2. Nominated tyre is Toyo R888

12.3. Tyre warmers or any form of chemical softening is prohibited.

## 13. Vehicle weight:

Currently no minimum weight, but the organisers reserve the right to introduce a weight limit, or success ballast as required.

## **14. Fuel/Fuel tank:**

14.1. Fuel tanks are free but must be fitted within the standard location.

14.2. The fuel pump and its location are free.

14.3. The only permitted fuel is Pump fuel as defined in the MSA Yearbook.

## **15. Safety:**

15.1. The roll cage must conform to the minimum standard as stipulated in the MSA yearbook. It must not pass through the habitable or fit to any part of the suspension. It must remain internal to the body shell.

15.2. Seat must contain integral headrest, it must be of fixed non movable construction and be bolted down to the floor with the minimum of 8mm bolts. Load spreading washers should be fitted under the bolts.

15.3. FIA approved harness (in date) must be fitted, as per MSA yearbook.

15.4. FIA approved extinguisher must be fitted (in date)  
(Minimum requirement is 2.5 litres plumbed in either manual or electronic).

## **16. Miscellaneous:**

16.1. Wings may have the lip trimmed or rolled to avoid rubbing but must retain their original exterior profile.

16.2. Inner door skins may be trimmed for lightness but the door must retain its original profile and the strength and integrity of the panel should be maintained.

16.3. Bonnet and deck lids may have any double skinned area or excessive metal trimmed or removed to aid fitment but must retain its original profile.

16.4. All unrequired wiring and horn may be removed.

16.5. Any metal associated with unused seat mounts, trim clips, battery mounting points and heater controls inside the body shell may be removed.

16.6. Wipers must be fitted and functional.

16.7. Screen washers do not have to be functional or fitted.

16.8. At least 2 rear view mirrors must be fitted.

16.9. Widow winder mechanisms may be removed.

16.10. All badges and trim may be removed.

16.11. Bonnet and deck lid hinges may be removed along with the handle and lock.

16.12. Holes may be made to the inner rear arches for ease of access to twin carburetors, care should be taken to ensure the integrity of the panel is kept; covers should be in place.

## 17. EXCEPTIONS:

In order to encourage participation any vehicle that does not conform to the aforementioned regulations may be considered on merit.

If agreed by the other competitors and the vehicle does not have a significant advantage, an exception may be agreed by means of weight penalty or being given a bye for a set period of time.

## 18. APPENDICES:

The following Commercial Undertakings are not subject to the judicial procedures of either the Series Stewards and/or the MSA/MSC.

## 19. Race Organizing Club and other useful Contacts:

Race Organizing Secretaries:  
TBA

## 20. Commercial Undertakings:

20.1. Trade Support  
TBA

20.2. Vehicle Decals  
TBA

20.3. Promotional Activities.

Competitors competing in this series are requested to make their vehicles available for promotional activities for all trade supporters listed above.