

RACE ORGANISATION

ROL SPORTSCAR CHALLENGE 2003

1. SPORTING REGULATIONS - GENERAL

1.1 Title & Jurisdiction

The ROL Sportscar Challenge is a Series organised and administered by Race Organisation on behalf of the Sportscar Racing Association in accordance with the General Prescriptions of the Motor Sports Association (MSA) and these Series Regulations.

1.2 Officials

1.2.1 The Co-ordinator for the Series to whom all correspondence should in the first instance be addressed is Brian Bailey, Townhouse Farm, Audley, Staffordshire. ST7 8JQ. T: 01782 720633, F: 01782 729 239, E: brian@raceorganisation.com

1.2.2 The Eligibility Scrutineer will be Roger Bailey.

1.2.3 The Organisers will be advised by a committee, which will include the Co-ordinator. However the administration of the Championship rests solely with the Co-ordinator.

1.3 Competitor Eligibility

1.3.1 Entry into the ROL Sportscar Challenge will be by invitation of the Organisers.

1.3.2 Drivers and Entrant/Drivers must be fully paid up valid membership card holding members of the Sportscar Racing Association (or as 1.3.1. dispensation) driving Sports or GT cars, which comply with the regulations below, be registered for the Series and be in possession of a valid MSA Competition National B Race (or above) status Licence or be in possession of a valid Licence and medical issued by the ASN of a member country of the European Union (E2.21.4).

The Organisers reserve the right to refuse to issue an invitation and/or accept the registration of any applicant without providing any reason for such refusal.

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

1.4 Registration

1.4.1 All Drivers must register as Competitors for the Series by returning the Registration Form with the Registration Fee to the Co-ordinator. The classes are:

Class A	Road Going Cars	For details of
Class B	Modified Cars	permitted modifications
Class C	Highly Modified Cars	see below

If there is any doubt about a particular car, it will automatically be placed in Class C. Registrations must be received at least seven days before a Competitor's first round, failing which he will be automatically placed in Class C.

1.4.2 The Registration Fee is £150 - Made payable to Race Organisation.

1.4.3 Registrations will be accepted from 1st January 2002 until 22 September 2003.

1.4.4 Registration numbers will be the permanent Competition numbers for the Series.

1.5 Series Rounds

The ROL Sportscar Challenge is comprised of a series of dates as listed below:

<u>Date</u>	<u>Circuit</u>	<u>Organising Club</u>
March 22	Silverstone	BRDC
April 12-13	Rockingham	BARC
June 14-15	Brands Hatch	BRSCC
June 28	Oulton Park	BARC – Double Header
September 6-7	Brands Hatch	BRSCC
September 21-22	Rockingham	BARC

1.5.1 The Organisers reserve the right to amend the published list of dates, in which case all registered competitors will be informed of any amendment by official bulletins.

1.6 Awards

1.6.1 All awards are provided by the Organising Club.

1.6.2 The awards at each round are at the discretion of the Organising Club, but should be made at least to the outright winner and to the leading car of the other two classes.

1.6.3 Garlands will be awarded to each class winner at each round.

1.6.4 Title to all Trophies.

In the event of any Provisional Results being revised after any provisional presentations and such revisions affect the distribution of any awards the Competitors concerned must return such awards to the Organising Club or Series Co-ordinator in good condition within 7 days.

2. SPORTING REGULATIONS - JUDICIAL PROCEDURES

2.1 In accordance with Section O of the 2003 MSA Yearbook.

2.1.1 The Series Organisers reserve the right to exclude any Competitor whose behaviour is, in their opinion, prejudicial to the well being of the Series.

3. SPORTING REGULATIONS – RACE MEETINGS & RACE PROCEDURES

3.1 Entries

- 3.1.1 The Organisers are responsible for mailing Supplementary Regulations/Entry Forms to all Registered Competitors via the Series Co-ordinator in sufficient time for entries to be made prior to the published selection of entry dates for each round.
- 3.1.2 Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the entry dates which shall be stated in the Supplementary Regulations for each round.
- 3.1.3 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.
- 3.1.4 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 will be accepted in accordance with MSA Regulation B12.1.12.
- 3.1.5 The Maximum Entry Fee for each round shall be in accordance to the Supplementary Regulations for that round.
- 3.1.6 Entry Fee Refunds will be as per the policies of the Clubs organising each round - as published in their Supplementary Regulations for each round.
- 3.1.7 Each Race Meeting Organiser may accept up to 20% more entries than specified on the Track Licence for each Circuit and all accepted Competitors may practice.
- 3.1.8 Reserves are to be nominated on the Final List of Entries published with the 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 grid places after publication of the Grid Sheet and prior to cars being collected in the Official 'Assembly Area' they will be placed at the rear of the grid and be started without any time delay. Otherwise, they will be held in the Pit Lane and be released to start the race after the last car to take the start has passed the Pit Lane Exit. Such approval to start MUST be obtained from the Clerk of the Course.
- 3.1.9 Reserves who practice in the correct session and set a time will take precedence, in reserve number order, over an accepted entry whose practice times are disallowed, or who does not set a time during the official practice for the race.

3.2 Briefings

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

3.3 Practice

The minimum period of practice to be provided is to be as specified in relevant MSA Regulations (J.4.4.1). Should any Practice Session be disrupted the Clerk of the Course shall not be obliged to resume the session or re-run sessions and the decision of the Clerk of the Course shall be final.

3.4 Qualification

Each Driver must complete a minimum of 3 laps practice in the car to be raced and in the correct session in order to qualify for 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 standard minimum scheduled distance shall be as agreed between Series Organisers and Race Organisers whenever practicable but a race distance may be reduced at the discretion of the Clerk of the Course or Stewards of the Meeting.

3.6 Starts

- 3.6.1 Rolling starts in 2 x 2 formation shall be used.
- 3.6.2 All race start countdowns are to have a minimum elapsed period of 3 minutes from the time all cars are released to form up on the grid to the start of the Pace lap(s). The Countdown procedure/audible warning sequence shall be:
 - 2 minutes to start of Pace Lap
 - 1 minute to start of Pace Lap - Start engines/Clear Grid.
 - 30 seconds - Visible and audible warning for start of Pace Lap.
- 3.6.3 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.
- 3.6.4 Any cars removed from the grid after the 1 minute stage or driven into the pits on the Pace Lap shall be held in the Pit Lane and may start the race after the last car to take the start has passed the Start Line or Pit Lane exit, whichever is the later.
- 3.6.5 Any drivers unable to start the Pace Lap are required to indicate their situation as per MSA Regulation J 13.10.2 and any drivers unable to maintain grid positions on the Pace Lap to the extent that ALL other cars are ahead of them, MUST remain at the rear of the last row of the grid.
- 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 The Pace Car will pull off into the Pit Lane at the end of the Pace Lap. The cars will continue on their own, in 2 x 2 line astern formation, with the pole position car controlling the field and maintaining the speed set by the Pace Car until the start of the race. As the cars approach the start line the red light will be illuminated. A Judge of Fact will monitor the speed of the car in pole position. Any deviation from the prescribed speed or breaking of formation before the start may result in a retrospective time penalty. The race will start when the green light is given.
- 3.6.8 Aborted Start
 - a) 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 and the signal to start is given. At the discretion of the Clerk of the Course, the race duration may be reduced accordingly.
 - b) If the start is aborted after the Pace Car has pulled off the circuit, the signal to start will not be given, the start lights will remain red, and the red flag will be displayed at the start/finish line and subsequently at all marshals posts. When this signal is given, all cars should exercise extreme caution and return slowly around the circuit to reform in their original grid

positions. The race start procedure will then be repeated from the 2 minute board. At the discretion of the Clerk of the Course, the race duration may be reduced accordingly.

c) In the event of a failure of the red or green starting lights, the Starter will abort the start. The race start procedure will then be repeated from the 2 minute board and, if necessary, the race may be restarted using a National Flag once all competitors have been informed of the changed procedure. At the discretion of the Clerk of the Course, the race duration may be reduced accordingly.

3.6.9 In respect of rounds with two-race formats, grid positions will be determined as follows:

The grid for Race 1 will be determined by qualifying/practice times (as 3.4). In the event of more than one practice session being provided, the grid for Race 1 will be based on the competitor's best time achieved in either session.

The grid for Race 2 will be determined by the finishing order in Race 1. Non-finishers in Race 1 will join the back of the grid, relative positions being determined by the order in which a competitor retires from Race 1.

3.7 Race Stops, Suspensions, & Safety Car Periods

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

3.7.2 If the race leader at the time of the red flag being displayed has not completed 2 laps the race will be null and void and will be re-started with drivers in their original grid positions. Retired competitors may be replaced by reserves, who shall be started from the back of the grid. Gaps on the grid created by retirements must not be closed up prior to the start of the race. The Clerk of the Course is to be responsible for determining the length (by duration) of any re-started race.

3.7.3 If a race has to be stopped after the leader has completed more than 2 laps but less than 50% of its duration it will be considered as the first part of a two-part race. Cars will be restarted from a grid set out in the finishing order of cars crossing the finish line at one lap less than at the time of first showing of the red flag. Non runners at the time of stopping will be allowed to take the restart from the back of the grid in reverse order of retirement. Drivers must have started the first part to qualify for the second part. The classified result of the race will be the order of finishing at the end of the second part. The Clerk of the Course may order that the duration of the second part, or of the re-run, shall be of shorter duration than originally scheduled.

3.7.4 If the leader has completed more than 50% of the race distance or duration it may not be restarted, but considered to have finished, in which case the finishing order shall be based on the order of crossing the finish line at one lap less than at the time of first showing of the red flag. Only cars which are under their own power at the showing of the red flag will be classified.

3.7.5 All time under the Yellow/Black quartered flags or behind a Safety Car will count as race time.

3.8 Re-Scrutiny

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

3.9 Pits & Pitlane Safety

3.9.1 Pits

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

3.9.2 Pit Lane

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

3.9.3 Refuelling

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.

3.10 Race Finishes

After taking the Chequered Flag Drivers are required to progressively and safely slow down, remain behind any competitors ahead of them, return to the Pit Lane Entrance/Paddock Entrance as instructed, comply with any directions given by Marshals or Officials, and to keep helmets on and harnesses fastened while on the circuit until stationary in the pit lane.

3.11 Results

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

4. 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).

4.1.3 In the event of any breach of the regulations, the Series Co-ordinator shall be entitled to impose further penalties, including:

a) Exclusion of a car and/or a Competitor from the Series.

4.2 Infringements of non-technical MSA Regulations and the Sporting Regulations issued for the Series

4.2.1 As per 2002 MSA Judicial Procedure Regulations.

4.2.2 The encouragement of high standards of racing with appropriate respect for other Competitors and their cars will be considered paramount and in that respect:

- a) The Series Co-ordinator reserves the right to impose further penalties on Competitors proven by the Officials of any meeting to have behaved on or off the track in a manner considered likely to bring the Series into disrepute. This may include individual race bans, loss of awards, and/or exclusion from the Series. In the case of repeated offences, the Series Co-ordinator reserves the right to exclude any Competitor from a number of races or from the Series.
- b) Breaches of driving standards will be dealt with firmly. If it appears from official video recordings or any other evidence that there may have been a breach of driving standards or other behaviour, on or off the track, of a manner considered to have brought the Series into disrepute, the Series Co-ordinator will be entitled to request that the Series Committee consider the inception of an enquiry into the matter notwithstanding that the Clerk of the Course or the Stewards of the event may or may not have already investigated the incident. Penalties may include race bans, loss of awards, and/or exclusion from the Series.

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 specify that you can do it you should work on the principle that you cannot.

If in doubt, ask!

5.2 General Description

The ROL Sportscar Challenge is open to examples of production Sports and GT cars of all ages approved by the Series Committee. Additionally, any GT, Sports or Sports Racing car is eligible provided it was designed and first raced with two or more seats and approved by the Series Committee. Thus single seaters are not allowed.

Replica cars may be considered at the Series Co-ordinator's discretion, but will be dated according to their actual year of manufacture and will only be considered for classes A or B. They must be of a high standard, having absolutely correct shape and engine.

Competitors will be required to nominate their Class and Technical Regulations appropriate to such for their car upon registration (ie. which Class they are entering). The Series Committee reserves the right to reclassify a car to the Class they consider most appropriate to its performance.

5.3 Safety Requirements

All MSA Appendix Q Safety Criteria Regulations apply as relevant.

However cars **MUST** comply with the following:

Q 1.5.1 or Q 1.5.2 noting J 20.14.1, Q 2.1.1 or Q2.1.2 noting J 20.14.2, Q6 and Q8 noting J 20.11.1. Where fire extinguishers are plumbed in they must conform to at least Q 3.1.2.

5.4 General Technical Requirements & Exceptions

5.4.1 All vehicles must comply with the requirements of sections E 12 and J 20 of the MSA's Technical Regulations.

5.4.2 The broad principle of the three class divisions is that Class A cars are permitted very little modification. Class B cars made post-1969 are permitted a little more latitude, whilst pre-1970 Class B cars may be modified within the limits set for 'Modified Sports Cars' as set out in Section J 23 of the MSA's Technical Regulations, unless tighter restrictions are specified below.

J 23 is also used as a broad limit for Class C cars, except as listed below.

5.4.3 Race Organisation are anxious that the cars which race are a credit to the marques. All cars which take part in the Series are expected to be turned out in a manner which respects this objective.

5.5 Chassis

5.5.1A Class A. The chassis or unitary construction (as defined in J 23.3.1) must remain to the manufacturer's original specification in construction and material throughout its length. Local strengthening is permitted.

5.5.1B Class B. As Class A.

5.5.1C Class C. As J 23.3.

5.6 Bodywork

5.6.1.A.1 Class A. Interior. Driver's seat may be changed for a racing seat. Front carpets may be removed. Rest of interior, including heater and controls, window winding mechanisms, trim, dash etc must remain.

5.6.1.A.2 Class A. Exterior. Bumpers and grills may be removed. Otherwise exterior of car must be to manufacturer's original specification both in terms of material and appearance.

5.6.1.B.1 Class B post-1969 cars. Interior. In addition to the modifications listed for Class A (5.6.1.A.1):

Front passenger seat may be changed for a lightweight racing seat.

Heaters may be removed. Rest of interior must remain.

Class B pre-1970 cars. Interior. Free

5.6.1.B.2 Class B. Exterior. In addition to the modifications permitted for Class A (5.6.1.A.2):

Wheel arch extensions may be fitted. Material of door and boot lid may be changed. Perspex may be substituted for glass in all save the windscreen.

5.6.1.C.1 Class C. Interior. Free

5.6.1.C.2 Class C. Exterior. Free within the limits of J 23.4. However any aerodynamic devices should comply with J 23.4 OR ACO Le Mans regulations for GT2 cars.

5.6.2 AC Cobras may run with aero screens.

5.7 Engine

5.7.1 Class A. The engine must be the correct engine for the model of car, and must appear standard, save for permitted modifications to peripherals, listed below.

Class B and C engines must comply with J 23.5 sub paras 1 to 5 inclusive.

- 5.7.2 Forced induction systems are not permitted on cars not so equipped by the original manufacturer.
- 5.7.3 Classes A and B. The engine must be located in the standard position.
Class C. Engine mounting points may be re-positioned.
- 5.7.4 Oil and water cooling systems are free in all classes.
- 5.7.5 Class A. The induction system must be to the manufacturer's standard specification. No forced induction cars permitted.
Class B and C – non-forced induction cars. Induction system free.
The size of any intercooler fitted may not exceed manufacturer's standard specification. For Porsche cars the intercooler size must not exceed standard 3.3 Turbo and only butterfly K-Jetronic injection systems may be used.
Class C - Forced induction cars. These cars must comply with the ACO Le Mans regulations for GT2 cars in respect to table of air restrictions in relation to weight.
- 5.7.6 Exhaust systems are free within the MSA's requirement for circuit racing.
- 5.7.7 Class A. Ignition systems must be to manufacturer's specification.
Classes B and C. Ignition systems are free.
- 5.7.8 Fuel delivery systems are free in all classes.

5.8 Suspension

- 5.8.1 Class A. Suspension must be standard, save that shock absorbers and anti-roll bars are free.
Class B. The suspension must utilise the standard pick-up points. Otherwise free within J 23.6.
Class C. Suspension is free within J 23.6.

5.9 Transmission

- 5.9.1 Class A. The transmission must be standard, save that limited slip differentials are permitted if they are/were available for the model as an optional extra.
Class B. The transmission components must be located in their original position. Otherwise free within J 23.7.
Class C. Free, save that the number of forward gears be limited to a maximum of 5 unless original equipment permits more.

5.10 Electrical

- 5.10.1 Class A and post-1969 Class B cars. Standard electrical systems must be fitted and functioning.
Pre-1970 Class B and Class C cars. Electrical system is free within J 23.8

5.11 Brakes

- 5.11.1 The braking system is free in all classes.

5.12 Wheels

- 5.12.1 Class A. Wheels must retain the manufacturer's standard rim width for the model, but may vary diameter by 1".
Class B. Wheels may have their rim widths increased by no more than 4" over the manufacturer's standard width up to a maximum of 12", diameter free.
Class C. Wheel sizes are free.

5.13 Tyres

- 5.13.1 Class A. Cars may use any fully moulded treaded tyres, which must have a minimum of at least 1mm tread overall prior to racing.
Class B. Tyres are free.
Class C. Tyres are free.

5.14 Vehicle Weight

- 5.14.1 No requirements in respect of vehicle weight are stipulated.

5.15 Fuel Tanks

- 5.15.1 Safety fuel tanks may be fitted.

5.16 Silencing

- 5.16.1 All vehicles must be silenced to within MSA specified levels for circuit racing.

6. Commercial Undertakings

- 6.1 Competitors must make available space on their vehicle for sponsors logos as may be specified from time to time. A charge may be made for additional sponsors logos.
- 6.2 Entry into the ROL Sportscar Challenge is conditional upon a competitor accepting without reservation or recourse the surrender of his/her rights (if any) for television filming and broadcast of footage collated during the series which may be used at the Series Organiser's discretion.
- 6.3 The Series title and associated logo styles may only be used with the prior written consent of Race Organisation.
- 6.4 A separate Series 'Application To Register' form is part of these Regulations.