

LHMC

LYDDEN HILL MOTORSPORT CLUB



2018 LHMC South East Sports & Saloon Series

Sporting & Technical Regulations



1. Sporting Regulations General:

1.1. Title & Jurisdiction:

The 2018 LHMC South East Saloon Series is organised and administered by the Lydden Hill Motorsport 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 series regulations.

MSA Series Permit No: RS2018/064

Race Status: National B

Series Grade:

1.2. Officials

1.2.1. Series Co-Ordinator:

Josh Bennett, Lydden Hill Motorsport Club, Lydden Hill Race Circuit, Wootton, Nr Canterbury, Kent, CT4 6ET. Tel: 01304 830557 Email: josh@lyddenhill.co.uk

1.2.2. Licenced Eligibility Scrutineer:

Brian Hopper, 21 Hurstlands, Oxted, Surrey, RH8 0HF Email: brianahopper@gmail.com

1.2.3. Series Stewards:

Alan Rees, Chris Pullman, Dave Bennett

1.3. Competitor Eligibility:

1.3.1. Entrants must be fully paid up valid membership card holding members of the Lydden Hill Motorsport Club, and in possession of valid 2018 MSA Entrant's Licences.

1.3.2. Drivers and Entrant/Drivers must be fully paid up valid membership card holding members of the Lydden Hill Motorsport Club, be registered for the series and be in possession of a valid Competition (Racing) National B Status Licence, as a 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 country of the European Union.

A competitor shall not take time off school to participate in motor sport without the prior written approval of their school. If participation in the Series requires absence from school, drivers in full time education are required to have approval of their head teacher and a letter stating such approval from his/her school to fulfil registration for the Series.

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 completing the registration form and sending it with the registration fee prior to the final closing date for the first event being entered.

1.4.2. Registration Fee: £20.00

1.4.3. Registrations will be accepted from the publication of these regulations until the closing date for entries to the last round.

1.4.4. Registration numbers will, wherever possible, be the permanent competition numbers for the series.

1.5. Series Rounds:

1.5.1. The 2018 LHMC South East Saloon Series will be contested over two events at Lydden Hill as follows:

Date	Circuit	Organising Club
7 th April	Lydden Hill	LHMC
6 th October	Lydden Hill	LHMC

2. Sporting Regulations – Judicial Procedures

2.1. Rounds:

In accordance with Section C of the current MSA Yearbook.

2.2. Series

In accordance with Section C of the current MSA Yearbook.

3. Sporting Regulations – Series Race Meetings & Race Procedures

3.1. Entries:

- 3.1.1. Competitors are responsible for submitting correct and complete entries with the correct entry fees prior to the closing date which shall be 14 days before each round.
- 3.1.2. Incorrect or incomplete 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 the acceptance of any entry must be notified to the Secretary of the Meeting in writing. If driver/vehicle changes are made after the 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 will be £250.00 but if you enter before the closing date it will be reduced to £200.00
- 3.1.5. The maximum number of entries for each round will be as per the maximum grid capacity as per the MSA Track Licence for each venue.
- 3.1.6. Reserves are to be nominated on the final list of entries published with the Final Instructions or amendment bulletins issued. All reserves will practice and replace withdrawn or retired entries in reserve number order. If reserves are given grid places prior to the issue of the first grid sheets for any round, the times set in practice will determine their grid positions. If reserves are given places after the publication of the grid sheet and prior to cars being collected in the 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 Assembly Area and be released to start the race after the last car to take the start has passed the start line. Such approval to start MUST be obtained from the Clerk of the Course.

3.2. Briefings:

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

3.3. Practice:

The minimum period of practice to be provided is to be as specified in the MSA Regulations for each circuit visited.

Should any practice session be disrupted the Clerk of the Course shall not be obliged to resume the session or re-run sessions to achieve the championship criteria and the decision of the Clerk of the Course shall be final.

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 section Q 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 Regulations Section Q4.5.3

3.5. Races:

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 point scoring 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 the MSA regulations. Race 1 (up to 20 minutes) – grid based on practice times; Race 2 (up to 20 minutes) – grid based totally 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 reverse order of retirement. The standard minimum scheduled distance shall be 12 miles whenever practicable but any race distance can be reduced at the discretion of the Clerk of the Course or Stewards of the Meeting.

3.5.3. All rounds are multiple race rounds.

3.5.4. A last lap board will be shown to all drivers indicating they are starting the last lap.

3.6. Starts:

All races will be from a standing start.

3.6.1. 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 Green Flag Lap(s) in the formation as specified on the Track Licence for the circuit.

3.6.2. The minimum countdown procedure/audible warnings sequence shall be:

1 minute to start of Green Flag Lap

30 Seconds – Visible and audible warning of Green Flag Lap

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

3.6.4. Any cars removed from the grid after the 1 minute signal or driven into the paddock on the Green Flag Lap shall be held in the assembly area and may start the race after the last car to take the start from the grid has passed the startline.

- 3.6.5. Any drivers unable to start the Green Flag Lap or start are required to indicate their situation as per MSA Regulation Q12.13.2 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.
- 3.6.6. Excessive weaving to warm-up tyres – using more than 50% of the track width and falling back 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. In the event of any starting lights failure, the starter will revert you the use of the National Flag.

3.7. Race Stops:

- 3.7.1. Should the need arise to stop any practice or qualifying session, RED LIGHTS will be switched on at the startline and RED FLAGS will be displayed at the startline and at all marshal 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 either to the pitlane or to the starting grid which will automatically become a Parc Ferme area.
Cars should not enter the pits unless directed to do so or unless repairs are necessary. 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 Race Leader
The race will be null and void. The race will restart from the original grid positions. Competitors unable to take the restart may be replaced by nominated reserves who will form the back of the grid in reverse order. Gaps on the grid should not be closed up. The length of the restarted race will be determined by the Clerk of the Course.
- 3.7.3. Case B – More than two laps completed by Race Leader but less than 75% of time elapsed:
The race will restart from a grid set out by the finishing order of part one (as per Q5.4.2). The result of the race will be the finishing order of part 2. The length of the restarted race will be determined by the Clerk of the Course.
- 3.7.4. If the leader had completed more than 75% of the race distance or duration it shall not usually be restarted (as per Q5.4.3) unless the Clerk of the Course, in consultation with the Stewards deem it appropriate to restart the race.

3.8. Re-Scrutiny:

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

3.9. Assembly Area/Paddock Safety:

- 3.9.1. Entrants must at all times that the MSA, Circuit Management and Organising Club safety regulations are complied with.
- 3.9.2. Assembly Area, areas as instructed by marshals are to be kept clear at all times to allow safe passage of vehicles. The onus shall be on all drivers to take due care and drive at minimum speeds in the paddock.

3.9.3. Refuelling may only be carried out in accordance with the MSA regulation Q13, Circuit Management Regulations, Supplementary Regulations and Final Instructions for the event.

3.9.4. The paddock speed limit is 10mph at all times.

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 paddock as instructed, comply with any directions given by the Marshals or Officials and to keep their helmets on and harnesses done up whilst on the circuit.

3.11. Race Results

All practice time sheets, grids and race results are deemed PROVISIONAL until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures.

3.12. Timing Modules

3.12.1. All competitors are 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 provided with the modules and it will be the responsibility of the competitor to ensure these are fitted 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 authorised MSA Licensed Timekeepers.

3.12.2. Competitors may not place electronic timing equipment within five metres of the official start, finish, or any other official timing lines at any event. Any such equipment placed in these zones will be removed.

3.12.3. A timing transponder must be fitted in the engine bay area but no further forward than the front axle line.

3.13. Safety Car

3.13.1. The Safety Car can be brought into operation and run in accordance with Section Q Appendix 2 of the MSA General Regulations.

3.14. Driving Standards

3.14.1. Any competitor who is reported to be involved in cases of contact, which in the opinion of officials is avoidable, may be subject to the following immediate penalties:

3.14.2. During practice/qualifying: The competitor concerned may be black flagged and prevented from taking any further part in the session.

3.14.3. During race: The competitor concerned may be penalised by way of a time penalty in accordance with MSA Regulations.

3.14.4. Track Limits: MSA Track Limits regulations will be applied.

4. Series 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: C3.3

4.1.2. Arising from post race Scrutineering or Judicial Action:

Minimum Penalty: The provisions of MSA Regulation: C3.5.1-C3.5.2

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 MSA Regulation C3.5.1-C3.5.2

Any competitor whose vehicle is excluded from the results in accordance with 4.1.1 or 4.1.2 will be subject to the following series penalties;

- a) The competitor will be excluded from the event, forfeiting prize money and/or awards.

4.2. Infringements of non-technical MSA Regulations & Sporting Regulations issued for the series

As per current MSA Judicial procedure regulations plus:

The offences are;

- a) Reckless or dangerous driving in the course of a meeting (see MSA Regulation C1.1.5)
- b) Careless driving in the course of a meeting (see MSA Regulation C1.1.5)

In order to maintain standards of conduct, the Series Coordinator will monitor all Officials/Observers reports of adverse behaviour at race meetings. If any individual is included on two such reports during one racing season they will receive a written warning from the Series Coordinator that their driving behaviour is to be specifically observed at future race meetings. Any adverse reports during the period of observation could result in official MSA action and will result in a Series Stewards' enquiry, with possible refusal of further race entries.

Anyone posting anything derogatory, defamatory, insulting, unfavourable or disrespectful in relation to the series – including any of its participants, officials, partners or supporters in any form of social media will be dealt with in the same manner as if the comments had been published in the traditional print/broadcast media. In the worst case this could mean exclusion from the series. For the avoidance of doubt, the MSA may take any action it considers appropriate, in addition to any action taken by the Series Stewards.

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 principle that you cannot.

5.2. GENERAL DESCRIPTION

The LHMC South East Sports & Saloon Series is for competitors participating in Series Production and Modified Sports or Saloon Cars.

6. MODIFIED SALOON AND SPORTS CARS TECHNICAL REGULATIONS

6.1. Description

Sports and Saloon Cars which are based upon cars originally designed and build for road use will be eligible

6.2. Safety Requirements

All cars must comply with section (K) Competitor Safety of the MSA Yearbook. In particular it is mandatory for all cars to fit a ROPS complying with K1.6.1 Production Cars and Touring Cars over 2000cc and with a driver's side reinforcement member in accordance with K1.3.5

To comply with K1.6.1 in the case of cars manufactured without a windscreen, the front rollbar as defined in K1.1.5 should have a minimum vertical aperture size of 260mm between the highest point of the front bodywork at its rearmost edge and the underside of the rollbar. This dimension should be increased if necessary to give clear line of sight for the driver. If a harness bar as defined in K1.1.13 needs to be added to the ROPS to accommodate a Frontal Head Restraint harness it should comply with K1.2.2, K1.3.5 and K1.3.9

A Red Warning Light in accordance with K5 must be fitted.

6.3. Chassis

- a) The wheelbase must be as defined by the manufacturer for the original car with a tolerance of plus or minus 2% or 50mm whichever is greater.
- b) The driver must be seated completely to one side of the centre line of the car
- c) The driver must be able to exit the car unimpeded through both the driver and passenger doors.
- d) Spaceframe chassis are allowed

6.4. Bodywork

- a) The silhouette as seen in the side elevation must remain unaltered above the road wheel hub centres of the original production car at normal ride height, except for engine/boot cover, boot lid /rear deck.
- b) The material of the bodywork may be changed if the original shape and structural strength are maintained.

- c) A front spoiler is permitted. Width must not exceed the width of the car across the front wheel arches. Length must not extend beyond the overall periphery of the existing bodywork, including bumpers, by more than 100mm in accordance with 2018 MSA Regulation (J)5.2.7. The spoiler must be entirely below the wheel centres.
- d) Rear spoilers are permitted within the plan periphery of the engine cover/luggage compartment lid. 'A spoiler is a raised surface of opaque material integral with the rear deck with no gaps or openings in the surface, front or rear, and not exceeding in height half the vertical height of the original rear window fitted to the vehicle, measured at the centre of the original window'.
- e) On front engine cars the engine, engine cover and ancillaries must not be more than 10mm above the highest point of the original bonnet.
- f) Rear aerofoils are permitted, maximum length 20% of wheelbase. Maximum width must not exceed the maximum width of the car. Longitudinal overhang must not extend beyond the original bodywork including bumpers by more than 100mm. Height must not exceed the maximum height of the roof or the ROPS in an open car. For measurement purposes all measurements relating shall include wing end plates.
- g) Cars must have windscreens fitted to the same dimensions and location as on the original car.

6.5. Engine

- a) Change of power unit is permitted. The power unit may be situated in any location

6.6. Suspension

Unrestricted, other than regulations in MSA Yearbook J5.5

6.7. Transmission

- a) Transaxles and sequential gearboxes are permitted
- b) Final drive and its position are free
- c) Location of transmission is free

6.8. Brakes

Unrestricted, other than regulations in MSA Yearbook J5.6

6.9. Wheels/Steering

Unrestricted, other than regulations in MSA Yearbook J.7 & J5.8

6.10. Tyres

Unrestricted, slicks are permitted, other than regulations in MSA Yearbook J5.9

6.11. Weight

Please note all weights are for car WITH driver on board and are for ACTUAL engine size , except for:

Two wheel drive forced induction cars add 1.6 multiplication to engine capacity (e.g 2000cc x 1.6 = 3200cc).

Four wheel drive forced induction cars add 1.9 multiplication to engine capacity (e.g 2000cc x 1.9 = 3800cc).

Up to 1600cc 700kg

Up to 2000cc 820kg

Up to 3000cc 960kg

3001cc and over 1250kg

6.12. Fuel Tank/Fuel

As per MSA regulation J5.13

6.13. Silencing

As per MSA regulation J5.17

6.14. Miscellaneous

Oil and water coolers are not permitted outside the bodywork

Radiator grills and all standard lights except ancillary driving lights must be retained in original or facsimile form.

Apart from brake lights, other lights need not be operational.

6.15. Numbers & Decals

a) Numbers must be clearly displayed on either side of the car and on the bonnet.

Competitors must provide their own numbers.

b) Should a title sponsor be appointed, relevant decals must be positioned as follows:

a. Title Sponsor Number Panels of the supplied size on bonnet and sides.

Competition numbers must be positioned to be clearly visible from above and from the side, as per MSA regulations under J4.

b. All cars must carry LHMC logos, one of which must be displayed on each side of the car at all times.

c. Title sponsor windscreen strip at top of windscreen.

d. For open topped cars the title sponsor roll cage decal must be displayed on the front bar of the roll cage.

In the event of there being insufficient space on the car to affix one or more of the championship decals or strip, they may be modified to fit with written approval of the eligibility scrutineer.

Series sponsor and LHMC decals are available from LHMC and will be supplied to competitors following registration.

Additional decals may be required to be displayed during the season and competitors shall fit these additional decals immediately upon receipt of them.

Providing decals and strips are available at the meeting, failure to comply with these regulations in the race will result in the competitor not being eligible for trophies but they will count as a starter. If a competitor fails to comply with this

regulation at a subsequent meeting where decals are available, they will fail scrutineering and not be allowed to race until they comply.

7. MODIFIED PRODUCTION SALOON AND SPORTS CARS TECHNICAL REGULATIONS

7.1. Description

Sports and Saloon cars modified to the following regulations. The type of car entered must have originally been designed and built for road use.

7.2. Safety Requirements

All cars must comply with section (K) Competitor Safety of the MSA Yearbook. In particular it is mandatory for all cars to fit a ROPS complying with K1.6.1 Production Cars and Touring Cars over 2000cc and with a driver's side reinforcement member in accordance with K1.3.5

To comply with K1.6.1 in the case of cars manufactured without a windscreen, the front rollbar as defined in K1.1.5 should have a minimum vertical aperture size of 260mm between the highest point of the front bodywork at its rearmost edge and the underside of the rollbar. This dimension should be increased if necessary to give clear line of sight for the driver. If a harness bar as defined in K1.1.13 needs to be added to the ROPS to accommodate a Frontal Head Restraint harness it should comply with K1.2.2, K1.3.5 and K1.3.9

A Red Warning Light in accordance with K5 must be fitted.

7.3. Chassis

The standard floor pan, sill, door and window surrounds, roof and bulkheads must be in construction, material and size as originally manufactured. No part of the floor pan, wheel arches (inner and outer) or bulkheads may be altered or removed to allow the mounting of or give clearance for the induction system, the maximum clearance being 75mm. The wheelbase + or – 50mm must remain as original.

7.4. Bodywork

a) General

In addition to MSA regulation J5.20.11, no part of the car, except a front spoiler if fitted may touch the ground any one tyre is deflated.

b) Interior

Carpets, insulation linings and passenger seats can be removed. Controls can be altered but the driver must sit on the same side as on the original car and completely to one side of the centre line.

c) Exterior

The standard door panels, boot, bonnet, front and rear wings may be replaced with ones of a different material.

Glass lenses can be replaced with plastic, as can side and rear windows. Windscreens must be laminated or plastic of minimum thickness of 4mm.

A front spoiler/splitter is permitted. Width must not exceed the width of the car across the front wheel arches. Length must not extend beyond the overall periphery of the

existing bodywork, including bumpers by more than 100mm in accordance with 2018 Year Book regulation J5.2.7. The spoiler must be entirely below the wheel centres. Rear spoilers are permitted within the overall plan periphery of the engine cover/luggage compartment lid. 'A spoiler is a raised surface of opaque material integral with the rear deck with no gaps or opening in the surface, front or rear and not exceeding in height half the vertical height of the original rear view window fitted to the vehicle, measured at the centre of the original window'. Rear aerofoils are permitted, maximum length 20% of wheelbase. Maximum width must not exceed the maximum width of the car. Longitudinal overhand must not extend beyond the original bodywork including bumpers by more than 100mm. Height must not exceed the maximum height of the roof or ROPS in an open car. For measurement purposes all measurements relating shall include wing end plates.

d) Silhouette

The silhouette as seen in the side elevation must remain unaltered above the road wheel hub centres of the original production car at normal ride height, except for engine bonnet/cover.

e) Misc.

Radiator grills and all standard lights, except ancillary driving lights must be retained. Apart from brake lights, other lights need not be operational.

7.5. Engine

a) General

The engine block and head must be externally identifiable as that fitted to the original car.

b) Location

The engine must be within + or – 50mm of the location as on the original car.

c) Oil/Water Cooling

Oil coolers and radiators must remain within the original periphery of the bodywork.

d) Induction System

It is permitted to either replace fuel injection with carburettors or vice versa. Forced induction is permitted if fitted as original equipment, an equivalence factor of 1.7:1 will apply. If forced induction was fitted as original equipment then it is permitted to make use of either a turbocharger or supercharger, irrespective of which was fitted to the original car.

7.6. Suspension

Suspension is unrestricted but standard pick up points must be retained and used for their original intended purpose.

7.7. Transmission

The gearbox and differential are unrestricted but must remain within 50mm of the original location. Transaxles are not allowed unless fitted as original equipment.

7.8. Brakes

Unrestricted, other than regulations in MSA Yearbook J5.6

7.9. Wheels/Steering

Unrestricted, other than regulations in MSA Yearbook J.7 & J5.8

7.10. Tyres

Unrestricted, slicks are permitted, other than regulations in MSA Yearbook J5.9

7.11. Weight

Please note all weights are for car WITH driver on board and are for ACTUAL engine size , except for:

Two wheel drive forced induction cars add 1.6 multiplication to engine capacity (e.g 1600cc x 1.2 = 1920cc).

Four wheel drive forced induction cars add 1.9 multiplication to engine capacity (e.g 2000cc x 1.6 = 3200cc).

Up to 1600cc 835kg

Up to 2000cc 905kg

Up to 3000cc 1100

3001cc and over 1320kg

7.12. Fuel Tank/Fuel

As per MSA regulation J5.13

7.13. Silencing

As per MSA regulation J5.17

7.14. Numbers & Decals

- c) Numbers must be clearly displayed on either side of the car and on the bonnet. Competitors must provide their own numbers.
- d) Should a title sponsor be appointed, relevant decals must be positioned as follows:
 - a. Title Sponsor Number Panels of the supplied size on bonnet and sides. Competition numbers must be positioned to be clearly visible from above and from the side, as per MSA regulations under J4.
 - b. All cars must carry LHMC logos, one of which must be displayed on each side of the car at all times.
 - c. Title sponsor windscreen strip at top of windscreen.
 - d. For open topped cars the title sponsor roll cage decal must be displayed on the front bar of the roll cage.

In the event of there being insufficient space on the car to affix one or more of the championship decals or strip, they may be modified to fit with written approval of the eligibility scrutineer.

Series sponsor and LHMC decals are available from LHMC and will be supplied to competitors following registration.

Additional decals may be required to be displayed during the season and competitors shall fit these additional decals immediately upon receipt of them.

Providing decals and strips are available at the meeting, failure to comply with these regulations in the race will result in the competitor not being eligible for trophies but they will count as a starter. If a competitor fails to comply with this regulation at a subsequent meeting where decals are available, they will fail scrutineering and not be allowed to race until they comply.

8. EXCLUSIONS

- 8.1. The LHMC South East Sports & Saloon Series is not open to any electric vehicles or Sports Racing Cars.