

## SCHEDULE 5—SPEED EVENT CLASSES 2010

### Roadgoing Production Cars: (S11)

- 1A: Roadgoing Modified Saloon & Sports Cars up to 1400cc
- 1B: Roadgoing Modified Saloon & Sports Cars 1401cc up to 2000cc
- 1C: Roadgoing Modified Saloon & Sports Cars over 2000cc
- 2A: Roadgoing Kit, Replica & Space-framed Cars up to 1700cc (car derived engines)
- 2B: Roadgoing Kit, Replica & Space-framed Cars over 1700c (car derived engines)
- 2D: Roadgoing TVR Cars
- 2E: Roadgoing Lotus Elise and other non-ferrous chassis construction Cars (car derived engines)

### Modified Production Cars: (S12)

- 3A: Modified Production Cars excluding Kit, Replica and Space-framed Cars up to 1400cc
- 3B: Modified Production Cars excluding Kit, Replica and Space-framed Cars 1401cc up to 2000cc
- 3C: Modified Production Cars excluding Kit, Replica and Space-framed Cars over 2000cc
- 3F: Modified Kit, Replica & Spaceframed Cars up to 1700cc
- 3G: Modified Kit, Replica & Spaceframed Cars over 1700cc

### Sports Libre & Hillclimb Super Sports Cars: (S13, S14)

- 4A: Sports Libre Cars and Hillclimb Super Sports cars up to 2000cc
- 4B: Sports Libre Cars over 2000cc

### Racing Cars: (S15)

- 5A: Racing Cars up to 1100cc
- 5B: Formula Ford 1600 Racing Cars pre 1994
- 5C: Racing Cars 1101cc up to 1600cc
- 5D: Racing Cars 1601cc up to 2000cc
- 5E: Racing Cars over 2000cc

### Definitions/Clarifications

All vehicles must comply with the MSA Technical Regulations except as modified in these regulations, specific regulations for Sprint and Hillclimb vehicles as published in the current edition of the MSA Competitors Yearbook and any subsequent revisions issued by the MSA

### Roadgoing classes 1A to 1C

Cars running in Road Modified classes 1A to 1C inclusive must conform to the regulations for Roadgoing Series Production Cars defined in the 2010 MSA Technical Regulations.

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. Original equipment seatbelts may be removed if a competition harness is fitted.

The only permitted tyres within these classes are those defined in the 2009 or 2010 MSA Technical Regulations List 1A. Tyres must be in a road legal condition. Exhaust systems must include a working catalytic converter on all cars manufactured after 31st December 1999.

Brake calipers, discs, master cylinder & pads can be modified. Carbon discs are not permitted. Modification of the brake pedal is permitted. Brake bias adjustment is allowed. The fitting of pedal assemblies is not permitted. Anti-Lock braking systems can be removed but cannot be added to a vehicle that did not have one as a manufacturer specified option.

The suspension type and mountings must remain the same as that fitted by the vehicle manufacturer. The shock absorbers may be of any make and may be uprated from standard. Adjustable spring platform struts are permitted. The mounting method and position must remain as specified by the vehicle manufacturer. Springs are free but must retain their original location. Bushes may be changed for similar polymer materials. Rose-joints or similar metal joints are prohibited unless fitted as the vehicle manufacturer's specified option.

The fitting of spherical type joints is not permitted, except as the top mounting of a suspension strut. Strut Braces across the top of the front suspension turrets are allowed but these must be removable and not welded in place. Kit, Replica, Space-framed and non-ferrous chassis construction cars are not permitted in Classes 1A, 1B and 1C.

In the event of any eligibility queries, the driver of the car concerned may be asked to produce a manufacturer's catalogue to substantiate any modifications / specification.

### Roadgoing Modified classes 2A ,2B, 2D & 2E

Cars running in Road Going Modified classes 2A ,2B, 2D & 2E must conform to the regulations for Roadgoing Specialist Production Cars defined in the 2010 MSA Technical Regulations.

Cars must be taxed (no trade plates), insured, MOT'd where applicable with documents available for inspection. For cars running in classes 2A and 2B, 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. Original equipment seatbelts may be removed if a competition harness is fitted.

Cars eligible for class 2E include but are not limited to the following: Lotus Elise, Lotus Exige, Lotus 340R, Lotus 2-Eleven, Vauxhall VX220 and Opel Speedster. Cars competing in Class 2D & 2E must be totally based upon a standard production car.

The only permitted tyres within these classes are radial-ply tyres defined in the 2009 or 2010 MSA Technical Regulations List1A or List 1B. Tyres must be in a road legal condition.

Exhaust systems must include a working catalytic converter on all cars manufactured after 31st December 1999. All cars must have an operational reverse gear.

Cars running in Roadgoing Production Cars classes 1A to 2E inclusive must remain in totally road legal form at all times, with the exception of the requirement to display registration number plates.

### Modified Production Car classes 3A to 3G

Cars running in Modified Production Car classes 3A to 3G inclusive must conform to the regulations for Modified Limited Production Cars and Modified Specialist Production Cars defined in the 2010 MSA Technical Regulations.

### Sports Libre Cars and Hillclimb Supersports Cars classes 4A and 4B

Cars running in: Sports Libre Cars and Hillclimb Supersports Cars classes 4A and 4B must conform to the regulations for Sports Libre cars defined in the 2010 MSA Technical Regulations.

### Racing Car classes 5A to 5E

Cars running in Racing Car classes 5A to 5E inclusive must conform to the regulations for Racing Cars defined in the 2010 MSA Technical Regulations.

### Formula Ford 1600 Racing Cars pre 1994 class 5B

For all cars running in class 5B Formula Ford 1600 Racing Cars pre 1994, only the following tyres are permitted: Avon ACB10 – Front tyres marked "Formula Ford" with the code 7317– rear tyres marked "Formula Ford" with the code 7319, or Avon ACB9— Front tyres marked "FF" with the code 7267, rear tyres marked "FF" with the code 7290.

Vehicles in Class 5B must comply with Formula Ford 1600 Regulations available from the Technical Dept of the MSA, cars must have been manufactured prior to 1st January 1994 to be eligible for this class.

### GENERAL CONDITIONS OF ELIGIBILITY

In all classes the capacity of a car will be the actual measured capacity except for cars with forced induction, where a factor of 1.4 will be applied.

All vehicles must be fitted with Timing Struts as laid down in MSA Regulations. Competitors are reminded that under MSA Regulations, Timekeepers are forbidden to record a time for any car not fitted with a Timing Strut.

Each car may only be entered in its own correct category and capacity class.

Noisy 'anti lag' systems are not allowed

### SCRUTINEERING

Scrutineering will be divided into two sections in addition to the normal examination for race worthiness, there will be a separate examination for eligibility. At certain events additional checks for eligibility may be made during and after a meeting.

### WARNING

The questions on entry forms with regard to capacity, etc must be answered accurately. Any false statements discovered at scrutineering, or subsequently, will result in the exclusion of the competitor from the event concerned, and possibly, from subsequent events promoted by the Club.

