

2012 BRSCC Ford XR Challenge Regulations

INDEX

Introduction

Section 1

Sporting Regulations - General

Section 2

Sporting Regulations – Judicial Procedures

Section 3

Sporting Regulations – Championship

Race Meetings & Race Procedures

Section 4

Championship Race Penalties

Section 5

Technical Regulations

Section 6

Appendices – Contacts

Section 7

Registration Form

Introduction

The Ford XR Challenge was born from the original Ford one make saloon car race championship which started in the very early eighties. When the next generation model superseded the Fiesta XR2, the series passed into a clubman format and is run by Ford Racing UK. The request to run the Escort XR3i as another class was allowed and today the multi-class Ford XR Challenge will be another of the successful one-make saloon car championships. The BRSCC Ford XR Challenge is run to a strict Group N specification and is policed firmly to ensure that competitors comply with the regulations. The 2012 race season will see the continued alliance with the Yokohama control tyre. The majority of competitors traditionally hail from the northwest of the country and this fact is reflected with a bias of choice of the more northern race circuits being used in the race calendar.

Competitors are urged to very carefully read these regulations several times from cover to cover. If any aspect is unclear, then, please contact the championship co-ordinator. The BRSCC Ford XR Challenge is considered to be one of the best and most cost effective ways for any budding or experienced driver to go out and enjoy hard but fair racing. The friendship within the paddock is very real and warm. 2012 may see continued television coverage of the championship on television.

The 2012 season will see new drivers and new cars.

Kevin Shortis

Ford XR Challenge – Championship Co-ordinator

Email info@fordracing.eu www.fordracing.eu

2012 BRSCC Ford XR Challenge Regulations

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Version: *awaits MSA approval*

1. SPORTING REGULATIONS - GENERAL

1.1 TITLE & JURISDICTION

The 2012 BRSCC Ford XR Challenge is organised by the BRITISH RACING & SPORTS CAR CLUB [BRSCC] in accordance with the General Regulations the Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

MSA Championship Permit No:

Race Status:

MSA Championship Grade:

The BRSCC reserve the right to amend or vary the Sporting Regulations in accordance with MSA Regulation D11.1.3 at any time before or during the Championship and further issue additional statements concerning the Regulations from time to time, subject to MSA approval, and all such statements will be issued by Championship Bulletin to the MSA and to all registered competitors by email or by post to the address detailed on the Registration Form, or by delivery to the competitor by hand. It is a condition of entry into the championship that all competitors, teams, team members and persons associated with any of the above agree to be bound by the Regulations including any amendments, variations or statements relating thereto.

1.2. OFFICIALS:

1.2.1. Championship Co-ordinator

Kevin Shortis
1 Went Hill Park
Seaford
East Sussex
BN25 4QD

Tel :01323 895859
Mobile: 07801 594022
email: info@fordracing.eu

Championship Co-ordinator (Assistant)

David Fairclough

Tele: 0161 775 8420
Mobile:07889 912680
E-Mail: davidfairclough14@btinternet.com

1.2.2. Eligibility Scrutineer

Mike Hibbins
4 Stacklands Close, West Kingsdown,
Sevenoaks, Kent TN15 6DL
Home: 01474 854121 Work: 07785247355
Email: mike@hibbins.org.uk

Assistant Scrutineer

Howard Corbally
2 Wilde Close, Harwarden,
Deeside, Clwyd CH5 3TR
Home 01244 538114 Mobile 07778 471387
Email - howardcorbally@btinternet.com

1.2.3. Championship Stewards:

D Furlong, D Wells, R Smith & D Walton

Any three Championship Stewards will constitute a quorum. In the event of any of the Championship Stewards listed above being unavailable or being unable to consider any particular matter due to a perceived conflict of interest, the organisers reserve the right to appoint an alternative Championship Steward or, if deemed to be necessary, more than one alternative Championship Steward.

1.3. COMPETITOR ELIGIBILITY:

1.3.1. Entrants must be fully paid up valid membership card holding racing members of the BRSCC and in possession of valid **2012** MSA Entrants Licences

1.3.2. Drivers and Entrant Drivers must be fully paid up valid membership card holding members of the BRSCC, be registered for the Championship and be in possession of a valid MSA Competition (Racing) National (B) or above licences or equivalent (MSA Regulation H26.1.5) or be a professional driver in possession of a valid Licence (featuring an E.U. flag) and medical, issued by the ASN of a member country of the European Union.

2012 BRSCC Ford XR Challenge Regulations

Issued as draft

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- 1.3.3. All necessary documentation must be presented for checking at all rounds when signing-on.
- 1.3.4. Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout qualifying and racing.

1.4. REGISTRATION:

- 1.4.1. All drivers must register as competitors for the Championship by returning the Registration Form with the Registration Fee to the co-ordinator prior to the Final Closing date for the first round being entered.
- 1.4.2. The Registration Fee is £175.00 - made payable to **Ford Racing UK**
- 1.4.3. Registrations will be accepted from the 1st January **2012** until the Entry Selection for the last round.
- 1.4.5. Registration numbers will be the permanent Competition numbers for the Championship.
- 1.4.6. Acceptance or rejection of registration is entirely at the discretion of the organisers and/or promoters.

1.5. CHAMPIONSHIP ROUNDS:

- 1.5.1. The BRSCC Ford XR Challenge will be contested over tbn rounds at the following venues.

Events	Date	Venue	Licence	Club

Note: DH = Double Header TH = Triple header

1.6. SCORING

- 1.6.1. Points will be awarded to the Competitors listed as classified finishers in the Final Results as follows:-

The Classes for the 2012 BRSCC Ford XR Challenge is as defined in the Technical Regulations. Class A for eligible Ford Fiesta XR2 Saloons. Class B for eligible Ford Escort XR3i Saloons. Class C for eligible Fiesta ST saloons which comply with 2012 Ford Fiesta Championship regulations and these regulations where stated.

Points will be awarded for each Class;

Class Winner: 16 points; Second: 14 points, Third 13 points, then pro-rata placings down to 1 point.

Fastest Race Lap in each class: 1 point.

Starting Race 1 and occupying the class pole position: 1 point

Starting Race two or three and occupying pole position: 1 point

Every competitor classified as a finisher after the first 14 places will receive 1 point.

In the event of there being less than 6 starters in any class, points will be awarded: Class Winner 12 points; Second: 10 points, Third 9. Competitors changing Class will not be permitted to 'carry over' any points scored in any other Class.

2012 BRSCC Ford XR Challenge Regulations

Issued as draft

Version: *awaits MSA approval*

JOKER:

Each competitor will be allowed one Joker card during the season which will earn double points scored for the stipulated race. The declaration must be made to the Championship Co-ordinator on the day of the event and before any qualifying session. The competitor must also nominate which race (i.e. Race 1 or Race 2 or Race 3 if a single/double/triple header) that the joker is to be used on.

Should any competitor in the Championship not participate in any of the first 8 12 rounds (or pro-rata reduction if the number of qualifying rounds is reduced) they will be eligible for any awards gained per race thereafter but any points scored will not count towards the final point's classification.

1.6.2. The totals from all qualifying rounds less two will determine the final Championship points and positions. Unless subject to the application of any MSA Regulation C3.5 penalties. Drivers excluded from results for sporting infringements may not use that (those) event(s) as discarded rounds for the purpose of overall championship placings.

1.6.3. Ties will be resolved according to MSA Regulation W1.3.4.

1.7. AWARDS:

1.7.1. All awards are provided by organising club and the Championship sponsors.

1.7.2. Per Round: Trophies for 1st, 2nd, & 3rd in Class

1.7.3. Championship: Classes A & B: An award, Class - 1st, 2nd 3rd - a trophy.
Class C: 1st only.

Overall Champion – The Championship Trophy

The totals from all qualifying rounds held less two, will determine the final Championship overall position, unless subject to the application of any MSA Regulation C3.5 penalties. Drivers excluded from results for sporting infringements may not use that (those) event(s) as discarded rounds for the purpose of overall championship placing. The only proviso is that at least six cars in that class must have started the race to use those points to count overall.

1.7.4. The organisers reserve the right to arrange and introduce additional awards/bonuses during the series

1.7.5. Presentations:

Garlands and trophies are to be provided for presentation at the end of each race or at the end of the meeting presentation ceremony.

1.7.6. Entertainment Tax Liability:

In accordance with current Government Legislation, the Organisers of every round are legally obliged to withhold tax at the current basic rate on all payments to non-UK resident sportsmen/sportswomen. That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Isles or Eire. This means that the Organisers of every round are required to deduct tax at the relevant rate, from such payments they may make to non-UK residents. Under certain circumstances, it is possible for competitors to enter into an agreement with the Inland Revenue to limit tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before their payment is due. For further information contact: - The Inland Revenue, Foreign Entertainers Unit, 1 Princes Gate, Solihull, West Midlands, B91 3SA Tel: 0121 6062861 Fax: 0121 6062865. centre for Non-residents, standard John's House, Merton Road, Merseyside. L69 9BB. Tel: 0151 472 6488

1.7.7. In the event of any Provisional Results or Championship 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 B.R.S.C.C. in good condition within 7 days.

2012 BRSCC Ford XR Challenge Regulations

Issued as draft

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2. SPORTING REGULATIONS - JUDICIAL PROCEDURES

- 2.1. Rounds: In accordance with MSA Regulation Section C of the current MSA Yearbook.
- 2.2. Championship: In accordance with MSA Regulation Section C of the current MSA Yearbook.

3. SPORTING REGULATIONS CHAMPIONSHIP 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 closing date, which shall be 14 days before every 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. 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 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 every round shall be as stipulated in the Supplementary Regulations plus any late entry surcharge imposed by the club.
- 3.1.5 In the event of any rounds being oversubscribed the Organising Clubs in liaison with the co-ordinator / organisers may at their discretion run Qualification Races. For Qualification Race procedures see 3.13 of these regulations.
- 3.1.6 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 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 Pitlane 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 startline or pitlane exit, whichever is the later. Such approval to start MUST be obtained from the Clerk of the Course.
- 3.1.7. **Media/Celebrity Car**
It is proposed to run a Celebrity Car in the Championship in 2012. It is therefore part of the Championship Regulations, which Competitors accept when signing the registration document, that one place on the grid may be reserved for this Celebrity Car's participation. The car will be run exclusively to Championship Regulations and will undergo normal scrutineering and race control. If following practice the car in its own right qualifies for a grid position, this will be taken up as per its practice time and grid allocation. If however, the car would not normally qualify for the grid, the last position place on the grid is reserved for the Celebrity Car. All celebrity competitors will conform to all other requirements with regard to competition licences etc...

3.2. BRIEFINGS:

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

3.3. PRACTICE:

- 3.3.1. The minimum period of practice to be provided is to be as specified in the MSA Regulations in respect of circuit lengths.
- 3.3.2. 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.

2012 BRSCC Ford XR Challenge Regulations

Issued as draft

*Version: **awaits MSA approval***

- 3.3.3. Should the need arise to stop any practice, RED LIGHTS will be switched on at the Start Line and RED FLAGS will be displayed at the startline and at all other 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 return to the pit lane unless directed by officials not to do so.

3.4. QUALIFICATION:

Each driver should complete a minimum of 3 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 Q4.5. The Clerk of the Course and or Stewards of the meeting shall have the right to exclude any driver whose practice times or racing are considered unsatisfactory as per MSA Regulation Q4.5.3.

3.5. RACES:

- 3.5.1. The standard minimum scheduled distance shall be 12 miles 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 points scoring round.

- 3.5.2. In the event of the need for any qualification races, the procedures will be as published in the Final Instructions for the events concerned.

- 3.5.3. After the first race of a double header, the grid for the second race shall be decided as follows. A draw of numbers 5 – 12 will be made and the number drawn will then see the first order of the grid which corresponds to that number being reversed. Thus if number 12 is drawn, 12th shall be placed 1st, 11th placed 2nd and so 1st will be placed 12th etc. Thus the grid will be reversed down from the number drawn.

This will only occur for the second of two races in a double header meeting be that over one day or two. The onus for this draw will fall to the championship co-ordinator who shall hold the draw in front of an independent witness and then the result of this draw be communicated with the clerk of the course for his information and then to the official timekeepers of the meeting in order to produce a correct grid positions sheet. In the case of a triple header meeting, the grid for Race 3 shall be set as the reverse of the Race 2 finishing positions.

3.6. STARTS:

- 3.6.1. All race start countdowns are to have a minimum elapsed period of 1 minute 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 each circuit.

- 3.6.2. The minimum countdown procedures/audible warning sequence shall be:

Standing Starts:

- 1 minute to start of Green Flag Lap - Start Engines/Clear grid.
- 30 secs - Visible and audible warnings for the start of Green Flag.

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

2012 BRSCC Ford XR Challenge Regulations

Issued as draft

Version: *awaits MSA approval*

- 3.6.7. A 5 Second Board will be shown to indicate that the Grid is complete. The red lights will be switched on five seconds after the board is withdrawn.

In the event that the starting lights fail the Starter will revert to using the National Flag.

3.7 RACE STOPS

- 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 startline 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 Fermé 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 restart from the original grid positions. Competitors unable to take the restart may be replaced by reserves who will start from the back of the grid in reserve 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 the race leader but less than 75% of the scheduled distance**

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 two. The length of the restarted race will be determined by the Clerk of the Course.

- 3.7.4 **Case C - More than 75% of race completed**

If the leader has completed more than 75% of the race distance or duration it shall not be restarted and the results declared in accordance with MSA General Regulations 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 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. PIT & 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. **Pitlane:**

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

- 3.9.3. **Refuelling:**

May only be carried out in accordance with the MSA 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 pitlane entrance as instructed, comply with any directions given by Marshals or Officials and to keep helmets on and harnesses done up while on the circuit or in the pitlane. The

2012 BRSCC Ford XR Challenge Regulations

Issued as draft

Version: awaits MSA approval

first 6 finishers in all races, plus any others instructed by an official to do so, must take their cars to scrutineering where post event eligibility checks may be carried out. Failure to comply will result in exclusion from the event.

3.11. RESULTS:

All Practice Timesheets, Grids, race Results are to be 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 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 Championship qualifying practice sessions and races. The setting and servicing of these items must only be carried out by properly authorised MSA licensed Timekeepers. Competitors will be charged by the timing company for replacement of the Modules due to misuse or loss at any time during the season.

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 or test session/day. Any such equipment placed within these zones will be removed.

3.13 QUALIFICATION RACES

In the event of the need for any qualification races, the procedures will be as published in the Final Instructions for the events concerned.

3.14 OPERATION OF SAFETY CAR

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

4. CHAMPIONSHIP 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 Regulations C3.5.1 (a) & (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 provisions of Regulation C3.5.1 (c).

4.2. INFRINGEMENTS OF NON-TECHNICAL MSA REGULATIONS AND THE SPORTING REGULATIONS ISSUED FOR THE CHAMPIONSHIP:

4.2(a) The Clerk of the Course reserves the right to impose a 'Stop-Go Penalty/Drive Through Penalty' in accordance with MSA Regulation Q12.6.

4.2.1. As per current MSA Judicial Procedure Regulations.

4.2.2. Additional specific championship penalties:

Single Qualifying Session, Single Race.

At any meeting, event, official qualifying or race, where any competitor shall be found guilty of any of the following offences, they shall forfeit all points in the championship gained solely at that event to that point during the event and shall be ineligible to score any points for the remainder of that event.

Multiple Qualifying/Multiple Races.

In the case of double header races or multi-races, where an offence below is committed during any qualifying session(s) or the first race, then points gained for the qualifying session(s) and the first race will be forfeited. Where an offence occurs during any subsequent race then the points solely gained for that race shall be forfeit.

Should two separate offences be committed, then all points shall be forfeited for that whole event, irrespective of the timing of the offence committed at that event. Where a "double header" event takes place at the same venue over a weekend and is conducted as two separate race days then this regulation shall only apply to each day individually.

The offences are;

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

4.2.3. In order to maintain standards of conduct, the Championship 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 he will receive written warning from the Championship Coordinator that his driving/behaviour is to be specifically observed at future race meetings. Any adverse reports during this period of observation could result in official MSA action and will result in a Championship Stewards' enquiry, with possible loss of Championship points and refusal of further race entries.

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. Competitors are advised to read MSA Regulations Sections J4, J5, Section Q, [MSA Regulations Section B, Nomenclature & Definitions], Section K and Section L of the current MSA Yearbook.

5.2 GENERAL DESCRIPTION:

The 2012 BRSCC Ford XR Challenge is a three class championship for competitors participating in Ford Fiesta and Ford Escort vehicles modified in accordance with the following regulations

Class A Ford Fiesta XR2 - Fiesta 1.6 XR2 CVH pre lean-burn carburettor model.

The later "lean-burn" engine may be used in place of the earlier unit but must comply with these regulations

Class B Ford Escort XR3i with mechanical fuel injection.

Class C Ford Fiesta ST (complying to 2012 Ford Fiesta Championship technical regulations) and as amended by these regulations.

5.2.2 EXAMINATION OF VEHICLES

The organisers (in addition to any other powers they may have under these Regulations reserve the right before or after any race in the championship/series to designate any one or more of the competing cars for special eligibility scrutineering. Upon such election being made the competitor shall immediately place the car under the control of the organisers and be deemed to have permitted all such scrutineering, examination and testing as the organisers may responsibly require to undertake. The organisers have the right to:

- a Examine the car at the circuit for such period as they may reasonably require and take fuel samples and/or
- b Retain the car for detailed examination at premises chosen by the organisers. If the organisers elect to retain the car they shall make it available for collection by the competitor at least seven days prior to the qualification session for the next race in the championship/series unless the car is found to be in breach of these regulations and/or
- c Seal the car and its components in such a manner as they may choose and require the competitor at their own expense to present the car at any other premises chosen by the organisers for detailed examination within a specified period and/or remove the car by transporter at no expense to the competitor to an appointed location. The competitor will be advised in writing of the time, date and location of the subsequent testing or eligibility examination.

The overseen stripping of the engine or any required component will be undertaken by the competitor and/or mechanic/technician nominated by the competitor.

The organisers reserve the right to re-inspect vehicles at any time during the course of the season, should there have been a regulation infringement or circuit incident.

Competitors will be personally and solely responsible for ensuring that their cars comply with their registration details and with these regulations for each event at which they are entered. Failure to comply in either respect will be a breach of these regulations. Queries concerning eligibility should be referred in writing to the organisers/championship/series Eligibility Scrutineer at least seven days prior to an event entered, to permit a ruling in advance of any meeting at which it is intended to compete.

Tests to establish the power output of any car may be carried out by the organisers or their representatives. Such power testing will be carried out using rolling dynamometer equipment.

2012 BRSCC Ford XR Challenge Regulations

Issued as draft

Version: *awaits MSA approval*

The organisers may review the performance of vehicles within the championship/series with particular regard to newly introduced vehicles/models, after every three championship/series rounds. This may result in the minimum weight being altered for any registered model.

Any weighbridge or pad scales used by the organisers at a circuit, which may include that held by the championship organisers, will be considered definitive and the weight of a car established on such a weighbridge will be a finding of fact in accordance with the MSA regulations E4.1.

A conversion factor of 0.454 kilos/pound rounded up to the nearest kilo or pound will be used. No other tolerance will be allowed.

- 5.2.3. It should be clearly understood that the regulations set out in the current MSA yearbook apply except where amended by the following texts.

It should also be understood that if it is not clearly specified that you can carry out a modification then you should work on the principle that you cannot.

5.3. SAFETY REQUIREMENTS:

- 5.3.1. All MSA Section K Safety Criteria Regulations apply as the current MSA Yearbook. K1.2.1 to K1.2.4 (Drawing 5) with optional bracing tubes as per Blue Book drawings only and compulsory diagonal strut with upper joint on drivers side, K2.1.2 – K2.1.3, K3, K3.5, K8, K9, K10 & K13.
- 5.3.2. If fitted with a sunroof, this must be made of steel and securely fixed in the closed position by at least two additional fixings.

5.4. GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

MSA Yearbook references: J4, J5, Section Q, [MSA Regulations Section B, Nomenclature & Definitions], Section K & Section L.

- 5.4.1. Definitions: All references to standard parts and/or material in these regulations shall be interpreted as references to the manufacturer's original specification(s) as appearing on the Ford Escort XR3i and XR2 Production Car Specification Sheets as appropriate. Where a part number is specified in these regulations and that part is no longer available from the Ford Motor Company on a permanent basis then the Ford specified replacement part may be used providing that dimensionally the part complies in all respects with these regulations. Where the Ford service replacement part does not comply with the dimensions specified in these regulations it may not be used unless it use is authorised through the publication of a championship bulletin issued by M.M.I.
- 5.4.2. All parts must remain as Standard except for the Modification listed. The Modifications Specifically Prohibited is for competitor's guidance only.
- 5.4.3. Unless specifically authorised in these regulations, the use, substitution of, and/or addition of, any parts, material or processes is prohibited, other than welding or repairing material or the fitting of the manufacturers standard replacement parts, for the sole purpose in every respect of restoring the vehicle to the manufacturers Standard specification or to comply with MSA statutory safety requirements.
- 5.4.4. Capacity Classes: A maximum cylinder capacity of 1640.92 cc is permitted and a 1594 cc minimum volume.
- ## 5.5. CHASSIS: Standard.
- 5.5.1. Modifications Permitted: None

2012 BRSCC Ford XR Challenge Regulations

Issued as draft

Version: awaits MSA approval

5.6. BODYWORK: GROUP N

5.6.1. Modifications Permitted:

5.6.1.1. Removal of spare wheel and tools.

5.6.1.2. Alternative steering wheel.

5.6.1.3. Non-standard driver's seat.

5.6.1.4. Removal of floor carpeting.

5.6.1.5. Removal/replacement of passenger seats.

5.6.1.6. Removal of passenger compartment heater.

5.6.1.7. Fuel and brake lines may be routed through the driver habitacle subject to provisions of MSA Regulation K13.

5.6.2. Modification Prohibited

5.6.2.1. Removal of standard bumpers and over-riders.

5.6.2.3. Interior Trim and instruments: Dash panel and instruments must be as XR2/XR3i/Fiesat ST models and MUST be complete with all switches, air vents, steering controls, glove box lid, steering column cowl, etc. All side trim panels and doors, rear side and boot area and rear quarterlight panels must be fitted, however these may be of alternative materials but of the same shape, size and dimensions as original items. Supplementary instruments may be fitted provided they are fitted within the instrument surround or within the dashboard.

Rear wiper motor and rear wiper may be removed and hole sealed with bung (XR2 AND XR3)

5.6.2.4. Escort XR3i only. Body glass to remain as standard, except for the windscreen which must be of the laminated type, and any side or rear facing windows, which may be replaced with a Perspex type material and which must allow anyone standing outside the vehicle a clear view of the interior. The original design window regulator mechanism must be retained where 'drop' glass is used, but may be removed where it is not.

5.7. ENGINE

Engine Sealing – CLASSES A & B & C

At the first round entered, all competitors will have their engine and gearbox sealed by the series Eligibility Scrutineer using an MSA numbered wire seal. There should be at least 2 cam cover bolts drilled with 1/16th holes to take the sealing wire, these bolts will be side by side on the front of the engine and identified with white paint, or as directed by the series Eligibility Scrutineer. All seals will remain in place for the entire season and not removed without the written permission of the series Eligibility Scrutineer. In the event of engine malfunction, that necessitates the removal of the seal to enable rectification, it is the responsibility of the competitor to make the engine available for inspection before removal of the seal. On completion of the defect rectification the engine will be resealed at the earliest opportunity.

5.7.1. Permitted Modifications

5.7.1.1. Baffles in the sump

5.7.1.3. Fitment of additional oil cooler within the confines of the bodywork provided this does not entail modification the bodywork or radiator grill.

5.7.1.5. A standard unmodified air cleaner must be fitted but paper element may be removed. The fitment of the moulded air intake hose (standard Ford or similar pattern) is mandatory, and the end of the hose must not project outside the front panel. Filter elements do not have to be of Ford Motor Company origin.

2012 BRSCC Ford XR Challenge Regulations

Issued as draft

Version: *awaits MSA approval*

- 5.7.1.6. Make and type of spark plugs.
- 5.7.17 XR3i rotor arm may be disabled or replaced with a non rev limiter rotor arm.
- 5.7.2. **Prohibited Modifications.**
 - 5.7.2.2. Alteration of the standard quantity of fuel or air reaching the engine except for 5.7.1.5. above.
 - 5.7.2.3. Polishing or reworking of any part(s) including the inlet and exhaust manifolds, the inlet and exhaust tracts and combustion chamber space in the cylinder head
 - 5.7.2.4. Cylinder bore may not be greater than 81.04mm.
- 5.7.3. Location: Standard Position
- 5.7.4. Oil/Water Cooling
Radiators are free providing the original mounting points are used and the radiator is fitted WITHOUT any body modifications. Radiator thickness is free. The standard fan and cowlings must be fitted. Alternative hoses may be fitted but must conform to original manufacturer size and dimension.
- 5.7.5. Induction Systems:
Standard except 5.(7).1.5 above - the updated XR2 engine Weber carburettor or Weber carburettor of similar specification may be used, whichever is fitted it is permissible to remove the choke butterfly. The water heated inlet manifold must remain connected, unrestricted and in working order.
- 5.7.6. **Exhaust Systems:**
Class A and B Free below the standard exhaust manifold. Both XR3i and XR2 cars must comply with MSA Regulation J5.17 & J5.18.
- 5.7.7. **Ignition Systems:**
Standard except 5.7.1.6 above. The ignition vacuum advance/retard mechanisms must be retained and connected and be in full working order so that the system can give full mechanical and vacuum advance.
 - 5.7.7.1. For XR2 only, an engine rev limiter may be fitted, setting is free. If fitted, the unit and all associated wiring must be in the engine compartment and easily identifiable.

For Escort XR3i only, the rev limiter rotor arm may be disabled or a standard non centrifugal arm may be used.
- 5.7.8. **Fuel Delivery Systems:**
Standard - except as 5.(7).5 above.
Fiesta XR2 may use an electric fuel pump.
- 5.8. **SUSPENSIONS**
 - 5.8.1. **Permitted Modifications.**
 - 5.8.1.1. XR3i and XR2. Shock absorbers as manufactured by AST/LEDA/GAZ and with a dedicated part number will be the preferred units. GAZ units may be retained if run in the previous season year. The preferred supplier of suspensions units both for product supply and service is AST.
XR3i only: Rear suspension trailing arms may be adjustable so rear wheel alignment (tracking) is adjustable.

XR2 minimum ride height is 650mm measured to the lowest point on the top face of the horizontal seam across the engine compartment rear bulkhead. This seam may not be modified or distorted in any way.
 - 5.8.1.2. Spring rate and length free, subject to 5.8.1.1. Springs must be fitted in the original position. Additional suspension springs of any type are forbidden.

2012 BRSCC Ford XR Challenge Regulations

Issued as draft

Version: *awaits MSA approval*

- 5.8.1.3. XR2 and XR3i
Adjustable platforms are permitted.
XR3i front **and rear** camber is free. Camber may only be obtained by ONE not BOTH of the following methods;-
A. Modification to the Mcpherson strut as done by LEDA/GAZ Shocks
B. Alloy top mount, if this method is used it must be fitted in a way that NO additional Castor angle to standard is obtained.
C. XR3i rear camber to be a maximum of 1.5 degrees. **Rear camber may only be obtained by modifying the shock absorber unit lower mounting holes (not the rear hub assembly)**
- 5.8.1.4. A "strut brace" may be utilised in Escort XR3i and Fiesta XR2 and consist of a single steel/Alloy tube bolted-in strut brace between front suspension top mounting points. A rear strut brace may be fitted between the rear shock absorber turrets.
- 5.8.1.5. Rear Beam XR2: An optional rear beam part number RM001 may be fitted as supplied. No other modification will be allowed. Supplier details available from MMI. Competitors are reminded that regular inspection of the (standard beam) stub axles is recommended as is the tightness and regular re-greasing of rear wheel bearings.
- 5.8.2. Prohibited Modifications.
- 5.8.2.1. XR2/XR3i vehicle dampers **MUST** be hydraulic.
- 5.8.2.2. Alterations to suspension mounting/attachments or type of operation are prohibited - but see 5.8.1.4.
- 5.8.2.3. XR2 and XR3i. Front & Rear suspension bush material is now free.
- 5.8.3. Wheelbase/Track. Standard.
- 5.9. TRANSMISSIONS:** Standard.
- 5.9.1. Permitted Modifications.
- 5.9.1.1. **Classes A & B.** Material and method of fixing of clutch disc lining free.
Classes A & B. Fitment of a non standard gearlever/quickshift kit may be utilised (similar to a B & M kit).
- 5.9.1.2. Classes A & B. Standard Clutch Pressure Plate may be replaced by RS Pressure Plate 90949950. Clutch disc diameter 200 mm. or 220 mm.
- 5.9.1.3. Class A & B only. The fitment of a limited slip differential, a viscous Escort RS Turbo unit or similar Quaife unit or Tran-ex unit.
- 5.9.2. **Prohibited Modifications.**
- 5.9.3. Transmission & Drive Ratios (XR2/XR3i)
- | Gear | Ratio | Teeth |
|---------|---------|-------|
| 1st | 3.154:1 | 41:13 |
| 2nd | 1.913:1 | 44:23 |
| 3rd | 1.274:1 | 37:29 |
| 4th | 0.951:1 | 39:41 |
| 5th | 0.756:1 | 34:45 |
| Reverse | 3.615:1 | 47:13 |
- Or as above except 3rd. 1.281:1/41:32
Final Drive:
XR2 3.58:1/19:68 or: 3.82:1/17:65
XR3i 4.29:1/17:73 or: 4.29: 15/64

2012 BRSCC Ford XR Challenge Regulations

Issued as draft

Version: *awaits MSA approval*

5.10. ELECTRICS.

5.10.1. Permitted Modifications.

5.10.1.1 Fitment of master cut-off switches in compliance with MSA Regulations Q19.11.1 and Section K.

5.10.1.2 Fitment of additional battery securing strap and non-metallic covers.

5.10.1.3 Classes A & B

The headlamp unit may be replaced by a dummy plastic panel provided the shape and location are identical to the original headlamp unit. It must be rigidly fixed and not capable of any excessive movement to allow air to flow over/through the aperture. All other lights must be retained and in full working order.

5.10.1.4 Rear fog lights

The rear fog light must work and the on/off switch is accessible to the driver when seated in the car and ready for competition. An additional rear (Rain Lamp) must be fitted as per MSA Regulation K5, unless the standard manufacturer fog lamp complies.

5.10.2. Prohibited Modifications.

5.10.2.1 Modifications which render components inoperative; lighting, alternator, and self starter must be standard and fully operational.

5.11. BRAKES.

5.11.1. Permitted Modifications.

5.11.1.1 Class A & B.

Disc pad and brake shoe friction material free.

5.11.2. Prohibited Modifications.

5.11.2.1 Increase of friction contact areas.

5.11.2.2 Additional cooling pipes.

5.12. WHEELS / STEERING:

Be aware of MSA Regulation J5.7 regarding steering wheels in the **2012** MSA Competitors' and Officials' yearbook

5.12.1. Class A Fiesta XR2

Standard Ford Fiesta Alloy wheel or V82FB 1007 AA. Diameter: 13 inches. Rim: 6J inches. Offset ('Dim): 108 mm. from mounting face to inside rim. Any after market wheel available through the Ford dealer network providing with conformity to size dimension and offset as aforementioned.

Class B Escort XR3i

Standard XR3i: 6J steel or alloy wheel or 5.5J alloy wheel and after market wheel available through the Ford dealer network providing with conformity to size dimension and offset to the original.

5.12.3. Permitted Modifications: None.

5.12.4. Prohibited Modifications

2012 BRSCC Ford XR Challenge Regulations

Issued as draft

Version: awaits MSA approval

5.12.4.1 Wheels other than those specified in 5.(12) above.

5.12.4.2 Wheel spacers of any type.

5.13. TYRES

5.13.1. Specifications:

The organisers reserve the right to introduce a different control tyre in the following season year.

The use of tyre heating/heat retention devices is prohibited.

Class A Fiesta XR2 : Yokohama A048R (M) Control Tyre Size 185/60 x 13

Class B Escort XR3i: Yokohama A048R (M) Control Tyre Size 185/60 x 14

Class C Fiesta ST: Yokohama A048R (M) Control Tyre Size 195/50x 15

Tyres must be fitted as intended by the manufacturer.

5.13.2. The use of alternative tyres, compounds or chemicals/materials to alter tyre characteristics are prohibited.

5.14. VEHICLE WEIGHT

5.14.1. Definition

As per MSA Regulation J5.15.

5.14.2. Minimum Weights

The all up weight including the driver at any time during practice or an event is

Class A Fiesta XR2. 870 kgs

Class B Escort XR3i 935 kgs

Class C Fiesta ST 1110 kgs

For the purpose of the regulation and event is deemed to include any transfer to a place of post event scrutiny as directed by an official. If ballast is carried it must be identified to the scrutineer at pre-event inspection and be capable of being sealed in position if required.

5.15. FUEL TANK/FUEL

5.15.1. Class A & B

Fuel tank material is free.

5.15.2. Classes A & B

It is permitted to relocate the fuel tank in the 'boot area' only.

5.16. SILENCING

5.16.1. Specification

Vehicles must be silenced in accordance with MSA Regulation J5.17 & J5.18.

5.17. NUMBERS/DECALS

5.17.1. Positions - Standard MSA specifications on bonnets and doors.

5.17.1.1 Points will only be awarded to competitors displaying Championship Decals in accordance with MSA Regulation J4 on either side of the vehicle in an unobscured position.

2012 BRSCC Ford XR Challenge Regulations

Issued as draft

*Version: **awaits MSA approval***

- 5.17.1.2 In addition decals of the Championship sponsors, partner sponsors, the promoters, and the BRSCC will be required to be displayed.
- 5.17.1.3 All decals shall be fitted as issued. They may not be cut or otherwise defaced or deformed unless the Series Co-ordinator has given written permission to do so. Such written permission must be available for inspection during any race meeting. The number squares ('doorplates') will be affixed as follows: one each on each front door and one further on the bonnet. A 'windscreen strip' will be affixed to the uppermost part of the front windscreen (see diagram Appendix Fig A).
- 5.17.1.4 Any competitor not displaying decals 'as supplied' (unless they are not available) will forfeit any points scored in the race on that day.
- 5.17.2. Suppliers:
Ford Racing UK, 1 Went Hill Park, Seaford, East Sussex, BN25 4QD
Telephone 01323 895859

Please note that competitors must source the actual black competition numbers. These are available from championship co-ordinator Dave Fairclough.

2012 BRSCC Ford XR Challenge Regulations

Issued as draft

Version: *awaits MSA approval*

6. APPENDICES

6.1. Race Organisers

BRSCC H.Q.

Holmesdale Business Centre
Platt Industrial Estate
Maidstone Road
Borough Green
Kent
TN15 8JL
Telephone: 01732 780100
Email: www.brscc.co.uk

B.R.D.C.

Silverstone Circuit
Towcester
Northants
NN12 8TN

Tel: 01327 857271

Championship Manager/Organiser

Kevin Shortis
1 Went Hill Park
Seaford
East Sussex
BN25 4QD

Tel :01323 895859
Mobile: 07801 594022
email: info@fordracing.eu

Other useful numbers.

Circuits	Telephone	Fax	Circuits	Telephone	Fax
Anglesey	01407 840253	01407 840197	Knockhill	01383 723337	01383 620167
Brands Hatch	01474 872331	01474 874766	Lydden Hill	01304 830557	01304 831715
Cadwell Park	01507 343248	01507 343519	Mallory Park	01455 842931	01455 848289
Castle Combe	01249 782417	01249 782392	Oulton Park	01829 760301	01829760378
Croft	01325 721815	01325 721815	Silverstone	01327 857271	01327 857663
Croix-en-Ternois	00 33 21 03 30 13	00 33 21 03 27 20	Thruxton	01264 772696	01264 773794
Donington Park	01332 810048	01332 850422			

2012 BRSCC Ford XR Challenge Regulations

Issued as draft

Version: *awaits MSA approval*

6.2 Appendix Specification Sheet - Engine: In compliance with the Ford Motor Company Specification Sheets and as follows:-

Pre lean-burn version XR2/XR3i ENGINE SPECIFICATION SHEETS : O.H.C. ONLY

(a) Carburettor:

Make :Weber
Type :Twinchoke
Number on engine :One
Number of main venturi :Two
Maximum dia. main venturi :25 (p) 26 (s)
Maximum dia. of throttle barrels :32 (p) 34 (s)
Maximum dia. at inlet manifold :34

Carburettor may not be modified except for parts controlling quantity of fuel, and the removal or disability of the choke mechanism.

(b) Inlet Manifold:

Part number : 81SF 9425 JF or (V84FB9425AA) or (V84FB9425BA)
Material : Cast aluminium alloy
Internal finish : As cast

(d) Cylinder Block XR2/XR3i

Part number : 81SM 6015 CMA or
86SM 6015 BA
Number of cylinders : 4
Material : Cast Iron
Bore : 80.00/80.04 standard bore + 1mm overbore
Stroke : 79.50
Swept volume : 399.66 - 410.23cc per cylinder
Total volume : 1598.64 -1640.92c.c.

It is permitted to reclaim engine blocks by fitting liners or by boring by 1.0mm. i.e. to a maximum dimension for the cylinder bore of

(e) Crankshaft:

Part number : 81SM 6303 CH or
86SM 6303 BAA
Material : Cast iron (Nodular)
Finish : As cast/machined

(f) Connecting rod:

Part number : 81SM 6200 CB
Material : Forged steel
Finish : As forged
Weight : 584.5 +/- 6.5 gms
Alternative big end bolts may be used but no modification may be carried out on the con rod

(g) Flywheel:

Part number : 81SM 6375 KE or
86SM 6375 AA
Material : Cast iron
No lightening /machining allowed. Minimum weight 6.5 kgs.

(h) Cylinder Head:

Cylinder head bolts may be changed for studs and nuts (**like ARP type studs**) but must be done without any modifications to the cylinder head.

Part number : 81SM 6090 ARH
Material : Die cast aluminium
Tract finish : As cast

2012 BRSCC Ford XR Challenge Regulations

Issued as draft

Version: awaits MSA approval

Combustion chamber volume: 52..8- 56.0 c.c. Combustion chamber finish : Fully machined

(i) Camshaft:		Degrees		
Part number: LD 81SM 6251 or	0	= 6.1 mm.	+75	= 0.1 mm
LE88SM6251CA	- 5	= 6.0 mm.	- 90	= 0
Or Kent Cam marked BRSCC which conform to the dimensions of above	+ 5	= 6.0 mm.	+90	= 0
	- 10	= 5.9 mm.	- 105	= 0
	+10	= 5.9 mm.	+105	= 0
Material : Cast iron	- 15	= 5.6 mm.	- 120	= 0
Inlet Exhaust	+15	= 5.6 mm.	+120	= 0
s = 22.35 : 21.842	- 30	= 4.2 mm.	- 130	= 0
t = 16.256 +.04: 15.748 + .04	+30	= 4.2 mm.	+130	= 0
u = 32.512 : 31.496	- 45	= 2.0 mm.	- 150	= 0
Duration (In & Ex) = 208 degrees Angle between major axis = 134 degrees	+45	= 2.0 mm.	+150	= 0
Cam profile is defined by determination of lift at various angles.	- 60	= 0.3 mm.		Standard timing pulleys MUST be used.
Cam lift in millimetres (dismounted camshaft)	+60	= 0.3 mm.		It is not permitted to use vernier timing pulleys.
	- 75	= 0		

Inlet and exhaust profiles identical

(j) Valves:

Inlet valve head diameter	: 42.0	Inlet valve maximum lift (checked with solid lifter)	: 10.1
Exhaust valve head diameter	: 37.0	Exhaust valve maximum lift (checked with a solid lifter)	: 10.1

(k) Valve Actuation:

Valve lifters - part number	: 81SM 6500 D2E	Valve lifters - type	: Hydraulic
Rockers - part number	: 81SM 6564 EE	Valve springs - part number	: 81SM 6513 AE
Number of coils	: 6	Wire diameter	: 4.5 +0.3mm
Maximum free length	: 47.2		

(l) Piston:

Part number	: 81SM 6102 DA
Material	: Cast aluminium
Number of rings	: 3
Weight - Piston, pin and 3 rings	: 506 gms minimum

Where engine block has been reclaimed by re-boring as specified the appropriate oversize pistons and rings may be fitted.

(m) Compression Ratio – Maximum :

Head gasket - compressed thickness	: 1.64 mm min
Head gasket - volume allowance	: Vg=8.7cc min
Combustion chamber volume in head	: Vh=52.8cc min

Piston volume above block face (including allowance down to top ring) : Vb = 20cc max

Compression Ratio = $\frac{v+1}{v}$ = $\frac{410.23+1}{1}$ = 10.88 to 1 maximum : Vh+Vg-Vb 52.8 + 8.7 – 20

(n) Exhaust manifold heat shield part number - 81SF 95596AA must be fitted.

FORD FIESTA XR2 CARS WHICH HAVE THE LATER LEAN-BURN ENGINES FITTED MUST UTILISE STANDARD FORD PARTS AS AVAILABLE FROM A FORD MAIN DEALER. ALL REFERENCES ASTO ENGINE CAPACITY WILL APPLY. THIS REGULATION ACKNOWLEDGES THE DIFFICULTY WHICH MAY OCCUR FOR SOURCING ENGINE PARTS FOR THE OLDER PRE LEAN-BURN ENGINE AND IS DESIGNED TO ACCOMMODATE COMPETITORS CONCERNS. IF THERE IS ANY DOUBT ABOUT THE CORRECT NATURE OF UNIT OR COMPONENTS, WHICH MAY BE ALLOWED, THEN ASK THE CHAMPIONSHIP ELIGIBILITY SCRUTINEER.

XR3i - See Homologation Paper 5026N (obtainable from MSA)

Escort XR3i Engine data as defined in Homologation papers A5026N

2012 BRSCC Ford XR Challenge Regulations

Issued as draft

Version: awaits MSA approval

6.3 Appendix A

The B.R.S.C.C. decal will be placed on the front wing between the front wheel and the leading edge of the front door. Championship decals are issued to every registered competitor. The doorsquares must be affixed as - doors: towards the front edge of either front door. Bonnet;; where it can be clearly seen by the timekeepers from either side. Windscreen area is reserved for Championship use - unless notified to the contrary in a Championship Bulletin. "TYRE" decals will be placed on the wing bodywork over or very adjacent to each wheel. Decals not fitted (unless unavailable at that event) will automatically cause the offending driver to forfeit any points gained at that event. The onus is on the competitor to collect any required decals from the championship co-ordinator. They will be normally always available at every event.



Fig A

BRSCC Ford XR Challenge

6.4. COMMERCIAL UNDERTAKINGS:

The Following Commercial Undertakings are not subject to the Judicial Procedures of either the Championship Stewards and/or the MSA/MSC.

The BRSCC Ford XR Challenge title and all intellectual rights and properties are owned solely by Mr K Shortis.

6.4.1. TRADE SUPPORT – N/A

6.4.2 ADVERTISING/GLASS

- A All glass areas must remain clear and unobstructed by decals/advertising or any other obstruction unless these regulations specify different or approved by the BRSCC/Championship Co-ordinator.
- B The only exception being the rear side windows that should have the drivers' surname and championship class (if any), clearly displayed in simple bold type, unless these championship regulations specify a different option.
- C All surfaces, which have not been claimed for stickers by the Championship, its sponsors or used for the application of starting numbers, are free for use. The Championship Co-ordinator must approve conflicting sponsor's stickers in advance and the position, size and colours (if approved) will be at the discretion of the Championship Co-ordinator.

6.4.3. VEHICLE PRESENTATION

The presentation of the car is fundamental to the profile of the championship/series its sponsors and its audience. Therefore in considering whether to permit any car to race, at any point during the season, the organisers will regard as paramount the presentation of the car. In taking into account its appearance inherent in which is the standard of its presentation (including interior) they may exclude any car which they consider may prejudice the reputation of the championship/series or is otherwise unacceptable. This will include where the car is presented at a race event bearing accident damage sustained at a previous event and which has not been subject to the completion of a full and proper repair. Note: A double header can be regarded as one event for the purposes of this regulation.

6.4.4. Vehicle Decals and Overall patches.

Competitor's overalls are clean and maintained to a reasonable standard, patches should be affixed in instructed locations and cars deemed to be of an unacceptable standard of presentation may not be permitted to race.

6.4.5. Promotional activities:

Competitors may be asked and will be expected to participate in championship promotion activities at the circuits, as requested by the organisers.

- 6.4.5. In signing the Series Registration Form each entrant agrees that the organisers/championship sponsors of the series may make use of his/her activities and successes in motorsport for advertising, publicity and public relations purposes. The entrant also agrees that in any advertising or promotion with which he/she is associated, the full title of the series will be used at all times.

REGISTRATION FORM FOR 2012

PLEASE USE BLOCK CAPITALS TO COMPLETE ALL SECTIONS

FULL NAME AS SHOWN IN YOUR COMPETITION (RACE) LICENCE

SURNAME		FORENAME(S)	
Date of birth		OCCUPATION	
Your email address			
Your Home Address			
Post Code			
TELEPHONE - HOME	DAYTIME	MOBILE	
Transponder number		BRSCC Membership number	
Class entered : please circle			
A Fiesta XR2	B Escort XR3i	C Fiesta ST	
Competitor Number Choice for 2012			
<p>I wish to register for the BRSCC Ford XR Challenge. I agree to be bound by the rules and regulations of the MSA, the B.R.S.C.C., and the championship regulations and commercial conditions and bulletins as subsequently issued. I acknowledge that I will have been deemed to have read the current MSA Yearbook (Bluebook) and the relevant championship regulations. I enclose the registration fee £155.00 - made payable to HKMS</p> <p style="text-align: center;">Post to: - Ford XR Challenge, 1 Went Hill Park, Seaford, East Sussex, BN25 4QD</p> <p>By signing the 2012 Registration Form, I hereby agree to rounds of the Championship being substituted in the event of a cancellation.</p>			
SIGNED		DATE	
<p><i>As a registered competitor you will receive regular championship releases/bulletins. These will contain reports and information together with any regulation amendment. All championship bulletins are to be treated as official communications for the Championship and are to be read in conjunction with the championship regulations and the MSA Yearbook for the season year. Such releases will be emailed and/or sent to your address above.</i></p>			