# Sporting and Technical Regulations
# 2022

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**Signed:**

**Date:**

**2022 Turismo X Sporting & Technical Regulations**

**The 2022 Turismo X Championship is for one or two drivers in accordance with Motorsport UK Regulations and the following Championship regulations.**

**SPORTING REGULATIONS - GENERAL**

**1.1. TITLE & JURISDICTION:**

1.1.1 The 2022 Turismo X is organised and administered by **MotorSport Vision Racing** 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 Championship Regulations.

Championship Permit:
Race Status: **Interclub**
Championship Grade: **C**

1.1.2 The Turismo X is a championship comprising of races for Competitors participating in Production and Production based Saloon, Hatchback and Sports cars.

1.1.3 The Organisers reserve the right to issue additional Official Bulletins clarifying items in the Regulations from time to time and all such Bulletins will be issued in accordance with Motorsport UK Regulation D11.1.3.

1.1.4 The Organisers reserve the right to carry out necessary or required changes to these regulations which are due to "force majeure", or for safety reasons, or reliability reasons or if requested by the authorities, by means of Official Bulletins (D11.1.3).

**1.2. OFFICIALS:**

1.2.1. Championship Co-ordinator: Stuart Garland

1.2.2. Championship Scrutineer: Graham Bahr

1.2.3. Deputy Championship Scrutineer: Nigel Thorne

1.2.4. MSVT Technical Assistants: Stuart Garland, and Daniel Bennell

1.2.5. Championship Stewards: Greg Masters, Bill Shewan, Mike Dixon,

Any three of the above may reach a decision.

1.2.6. Clerk of the Course: Barry Morris or his appointed deputy

**1.3. COMPETITOR ELIGIBILITY:**

1.3.1 Entrants must:
(a) be fully paid up valid membership card holding members of MSVR and
(b) be Registered for the Championship and
(c) be in possession of a valid Motorsport UK Entrants Licence.

1.3.2 Drivers and Entrants must:
(a) Be current Members of MSVR and

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(b) be Registered for the Championship and
(c) be in possession of valid Competition (Racing) Nat B status Licence*, as a minimum* or
(d) *Or be in possession pf the highest grade of national Race licence or valid FIA International Licence, together with their ASN's written consent ((H)26.2. and FIA ISC Article 2.3.7.b applies)
(e) *If participation in the Championship requires absence from education, a driver in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.
(f) The organisers reserve the right to refuse to issue a guest invitation and/or accept the registration of any applicant on reasonable grounds such as car being of the wrong type or level of modification.

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

1.3.4 Membership of MSVR is free on entry into an event.

**1.4. REGISTRATION:**

1.4.1. All teams must register to compete in the championship online at; https://entries.msv.com/turismox

1.4.2. The Registration Fee is £150 - payable via the Turismo X Championship website.

1.4.3. Registrations for the championship will be accepted from 10th January 2022 until the closing date for entries to the penultimate round.

1.4.4. Acceptance or rejection of registrations is entirely at the discretion of the Championship officials.

**1.5. ROUNDS:**

1.5.1 The 2022 Turismo X championship will be contested over twelve rounds at six meetings

| Date | Venue | Organising Club |
|---|---|---|
| 24 April | Silverstone National | MSVR |
| 2 June | Anglesey | MSVR |
| 2 July | Snetterton 300 | MSVR |
| 10 September | Oulton Park | MSVR |
| 29 October | Donington Park National | MSVR |
| 19 November | Brands Hatch Indy | MSVR |

Full details and a race calendar can be found at www.turismo-X.co.uk.

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1.5.2 The Organisers reserve the right to make changes to the calendar in the event of unforeseen circumstances. Any such change will be notified by official Bulletin to all registered competitors.

1.5.3 In the event that force majeure causes the cancellation of multiple rounds, the Championship shall be declared only on the condition that a minimum of six rounds have been completed.
If less than six rounds are completed the Championship title(s) will not be awarded for that year.

1.5.4 In the event of Force Majeure, the Championship Organisers reserve the right to reduce the total number of Championship rounds or vary the format of championship rounds.

**1.6 SCORING:**

1.6.1 If a race is stopped and cannot be resumed, no points will be awarded if the leader has completed less than 2 laps, half points will be awarded if the leader has completed more than 2 laps but less than 75% of the original race distance, and full points will be awarded if the leader has completed more than 75% of the original race distance. In accordance with Motorsport UK General Regulation Q5.7 any race that has been run, in its entirety, under Safety Car conditions shall be declared null and void.

1.6.2 Points will be awarded to competitors listed as classified finishers regardless of Class in the final Results as follows:- 1st 30 points 2nd 27 points 3rd 24 points 4th 22 points 5th 20 points 6th 18 points 7th 16 points 8th 14 points 9th 12 points 10th 10 points 11th 8 points 12th 6 points 13th 4 points 14th 3points 15th 2 points 16th and below 1 point

1.6.3 1 point will be awarded for each competitor beaten in class up to an additional 5 points

1.6.4 1 point will be awarded for each competitor beaten in a higher class up to an additional 5 points

1.6.5 3 points will be awarded to the competitor setting the fastest lap in each class during qualifying, 2 points awarded for the second fastest lap in class, and 1 point awarded for the third fastest lap in class, subject to there being 3 or more cars in the class at the start of qualifying.

1.6.6 1 point will be awarded to the competitor setting the fastest lap in each class during each race subject to there being 3 or more starters in the class

1.6.7 Competitors not registered for the championship may be permitted on an individual round basis and will:
(a) Be deemed "Guest Competitors"
(b) Not score points and for the purpose of points scoring will be ignored
(c) Qualify for events
(d) Comply with the eligibility as prescribed in Article 1.3 above, with the exception of 1.3.1. (b) and 1.3.2. (b), as appropriate

1.6.8 The totals from all Championship rounds will determine the final individual points and positions, unless regulation 1.5.3 applies. The overall winner of the championship will be the competitor with the most points. There will be no drop score.

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1.6.9 Cars in any Invitation Class will not score points and will be "invisible" with respect to the points scored by other competitors

1.6.10 Should a driver change cars during the course of the season, points may be carried over to the new car provided that car runs in the same class. A new set of points may be built up for drivers changing into a different class. Only in exceptional circumstances and at the sole discretion of the Championship Organiser if a competitor changes into a car in a different class, may points be moved between classes.

1.6.11 Where the race distance has been reduced (2.6) it shall still count as a full points scoring round

1.6.12 In the event of a double header both races will be classed as full point scoring rounds

**1.7 AWARDS:**

1.7.1 Awards will be provided by MSV

1.7.2 Per round, trophies to: 1st 2nd and 3rd in class.

1.7.3 Bonuses:
The Championship Organising Club will endeavour to obtain sponsored awards or bonuses during the championship and reserves the right to introduce same at any time without any obligation to distribute such awards retrospectively.

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

1.7.5 Championship:
A trophy will be awarded to the overall Championship winner and class winner(s)

1.7.6 Entertainment Tax Liability:
In accordance with current government legislation, MSV Racing is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women. That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or Eire. This means that, as the organiser, MSV Racing is required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents.
Under certain circumstances, it may be possible for competitors to enter into an agreement with the Inland Revenue to limit the tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before the payment is due.
For further information contact:-
The Inland Revenue, Foreign Entertainers Unit, Centre for Non-Residents, St John's House, Merton Road, Merseyside L69 9BB. Tel: 0151 472 6488 F 0151 472 6483.

1.7.7 Title to all Trophies:
In the event of any Provisional Results being revised after any provisional presentations and such revisions affect the distribution of any awards the Competitors concerned must return such awards to the Championship Coordinator in good condition within 7 days.

**1.8 TEAM RADIOS:**

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1.8.1 In the interest of safety, team radios are permitted (Motorsport UK Regulation Q11.3).

1.8.2 The driver/team will at all times comply with the terms and conditions specified from time to time by Ofcom and other official bodies (e.g. an airport authority) for the use of their frequency. (Motorsport UK Regulation Q11.3)

## 2 CHAMPIONSHIP EVENT MEETINGS & RACE PROCEDURES:

2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date for entries before each event.

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

2.1.3 Any withdrawal or Entry or Driver/Car changes made after acceptance of any entry must be notified to the Meeting Organisers in writing. D25.1.12. applies. 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.

2.1.4 The Entry Fee for each event shall be specified in the SRs and on the entry form.

2.1.5 Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin. All Reserves will practice and replace withdrawn or retired entries in reserve number order, irrespective of class. If Reserves are given Grid Places prior to issue of the first Grid Sheets, 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.

2.1.6 Acceptance of entries will be in accordance with the Motorsport UK Yearbook (Sections H30.1.1 to H30.1.3 and W1.3.7). The following prioritisation being applied i) Championship contenders first in consultation with the Championship Organisers and Team Captains, ii) registered competitors who have taken part in previous rounds and iii) registered competitors competing for the first time in the Championship. (Section W.1.3.7 of the current Motorsport UK Yearbook). In the event of over subscription a reserve list of up to 20% of the grid will be accepted on the basis of the above.

2.1.7 **CANCELLATIONS & REFUNDS:**

If a race entry is withdrawn, no refunds will be offered. However, if a withdrawal is received by the Championship Organiser no less than 14 days prior to the race, a credit will be offered towards the next race. This credit is also available to be used towards other MSVT products. In any case, a £50 administration charge will be incurred. Withdrawals made within 14 days of a particular race will not be subject to any credit being offered.

No refunds or credits can be offered for Turismo X registration packs.

MSVR may cancel, postpone or alter any Date(s) or Track Time of the Event(s) in accordance with the requirements of any Governing Body and whether for reasons of Force Majeure or otherwise. In the case of cancellation or postponement, MSV shall notify the

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competitor of any such cancellation or postponement as soon as reasonably practicable. MSVR reserve the right to reduce Track Time during the course of the event, whether for reasons of Force Majeure or otherwise, without any repayment to the competitor.

2.2 **BRIEFINGS:**

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

2.3 **QUALIFICATION PRACTICE:**

2.3.1 Should any Practice session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session; the decision of the Clerk of the Course shall be final.

2.3.2 Each driver shall complete a minimum of 3 laps in the car to be raced, and in the correct session, in order to qualify (Motorsport UK 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 driving are considered to be unsatisfactory - as per Motorsport UK Regulation Q4.5.

2.3.3 Starting positions for the first race at an event will be determined by ”SuperPole”

2.3.4 Starting positions for the second race (or subsequent races) will be determined by the finishing order of the preceding race [Q12.9.2(c)] with non-finishers placed behind finishers in reverse order of retirement and nonstarters placed behind non-finishers in order as determined by the Clerk of the Course.

2.3.5 Super Pole

i. SuperPole will be scheduled in the timetable prior to the race meeting.

ii. The ten quickest drivers in the qualifying classification will be eligible for the SuperPole shoot-out [Q12.9.2(d)] and will be notified in Parc Ferme.

iii. Drivers will be called to the pit lane and will be lined up at the pit lane exit line in order of the ten fastest times set in qualifying.

iv. In the case of a two driver team, either driver may take part in the SuperPole, but the car may only take part in the session once.

v. Cars will be released from the pit lane at intervals (suitable to allow sufficient space between them on track) by the Coordinator or other suitable officials. Any cars that do not leave the pit lane when required will be eliminated and will be classified according to 2.3.5(xii).

vi. Practice starts in the pit lane are not permitted.

vii. Each driver will complete one out-lap, one timed lap and one in-lap. The timed lap will establish their SuperPole time which will determine their grid position for race

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one, starting at pole position for the fastest SuperPole time and working backwards, regardless of whether the SuperPole time is slower than their qualification time or that of any driver not taking part in SuperPole.

viii. All cars will return to Parc Ferme after completion of their SuperPole run, whether in full or in part and will be under Parc Ferme conditions.

ix. No car may pass through or stop in the pit lane during its SuperPole session except to end the session and leave the circuit, at which time it must proceed directly to Parc Ferme and may not stop in the pit lane.

x. Drivers must take care not to impede other drivers who are in the process of setting a SuperPole time. The penalty for impeding another driver, decided upon by the Clerk, is up to ten grid places.

xi. In the event of a red flag all cars must return to the pit lane and will be under Parc Ferme conditions. Cars not involved in the cause of the red flag may be permitted to repeat their SuperPole run at the Clerk's discretion.

xii. Drivers who take part in SuperPole but fail to set a time, will be placed in the final position(s) of Superpole (ahead of drivers who are ineligible or elect not to take part). The drivers' original qualifying times will determine the order in which they are placed. {[Q12.9. 2(a)].

xiii. Drivers who qualify for SuperPole, but who do not take part, will be placed in the final position(s) of SuperPole (behind drivers who take part but fail to set a time). The drivers' original qualifying times will determine the order in which they are placed. {[Q12.9.2(a)].

xiv. Starting positions for drivers who did not qualify for SuperPole will be based on qualification times [Q12.9.2(a)], starting with the eleventh fastest placed in eleventh position.

2.4 **RACES:**

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race ((Q)5.4.) (1.6.10. above applies)

2.4.1 The minimum scheduled distance of each race shall be 20 minutes. 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.

2.4.2 In the case of a two driver team, the driver participating in race one, and the driver participating in race two must be nominated ahead of the event.

2.4.3 Where a race has been stopped and the restarted, the final finishing positions of the restarted race shall be used to determine championship points.

2.4.4 Cars which require any mechanical assistance (for the avoidance of doubt, this includes any form of tele-handler or recovery vehicle) will not be permitted to re-join the race. Cars pushed by hand by the marshals will be permitted to continue. This rule will take effect as soon as the vehicles have left the assembly area.

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2.5 **STARTS:**

2.5.1 All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet.

2.5.2 The minimum Countdown procedures/audible warnings sequence shall be:-

The start will be via standing start. The organisers may vary the start procedures at any point prior to a race by issuing a championship bulletin

Start Procedure: In normal circumstances there will be one green flag/formation lap.

- 1 minute to start of Green Flag Lap - Start Engines/Clear Grid.
- 30 Seconds - Visible and audible warning for start of Green Flag.
- 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.

2.5.3 Any car removed from the grid after the 1 minute stage or driven into the pits on the Green Flag lap shall be held in the pit lane and may start the race after the last car has passed the start line or pit lane exit, whichever is the later to take the start from the grid.

2.5.4. Any driver unable to start the Green Flag or start are required to indicate their situation as per Motorsport UK Regulation (Q)12.11.2. In addition, any driver 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.

2.5.5 In the event of any starting lights failure the Starter will revert to use of the National Flag.

**Any change in the above procedure will be detailed in Final Instructions, by bulletin or by drivers briefing.**

2.6 **SESSION RED FLAG:**

Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Startline 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 pit lane, during practice, and to the starting grid area, during a race which will automatically become a Parc Ferme area, unless otherwise directed by officials.

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.

2.7 **PITS, PADDOCK & PITLANS SAFETY:**

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2.7.1 Pits & Paddock: Entrants must ensure that the Motorsport UK, Circuit Management and Organising Club Safety Regulations are complied with at all times. The onus shall be on all drivers to ensure safe working practices are adhered to (in line with the event supplementary regulations) both in the pit lane and paddock during the course of the race weekend.

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

2.7.3 Refuelling: May only be carried out in accordance with the Motorsport UK General Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting. Refuelling is not permitted during qualifying or the race.

2.7.4 Speed Limit: Pit Lane Speed Limit will be 60 km/h

2.8 **RACE FINISHES:**

After taking the Chequered Flag drivers are required to:

I. progressively and safely slow down
II. remain behind any competitors ahead of them,
III. return to the Pit Lane Entrance/Paddock Entrance as instructed,
IV. comply with any directions given by Marshals or Officials
V. keep their helmets on and harnesses done up while on the circuit or in the pitlane.

2.8.1 Parc Ferme: After each qualifying session and race the vehicles must be presented directly for scrutineering. Any area deemed by the licensed Eligibility Scrutineer and/or his nominated representative will be subject to Parc Ferme conditions with no exceptions. This will include the track from the track to the finish line to the scrutineering area, the waiting area in front as well as the track from the scrutineering area to the Parc Ferme, but all areas may be used as necessary. Team personnel must not enter Parc Ferme unless invited by the Championship Eligibility/Safety Scrutineer.

2.9 **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. (Motorsport UK regulation D26.3)

2.10 **TIMING MODULES:**

2.10.1 All competitors will be required to fit Electronic Self Identification Modules to their cars for the purposes of accurate timing. It will be the responsibility of the competitor to fit these in the car in the position and manner specified. The Modules must be in place and functioning correctly for all qualifying practice sessions and races. The setting and servicing of these items must only be carried out by properly authorised Motorsport UK licensed Timekeepers. Timing Modules are available to hire from MSV. Competitors will be charged for replacement of the Modules due to damage or loss.

2.10.2 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.

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Any such equipment placed within these zones will be removed.

2.11 **QUALIFICATION RACES:**

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

**2.12 OPERATION OF SAFETY CAR:**

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

**2.13 ONBOARD CAMERAS:**

2.13.1 On board cameras must be fitted in accordance with Motorsport UK Regulation J5.21 and the following regulations

2.13.2 Competitors must fit cameras that should capture an image that provides a “drivers eye” view that should include the steering wheel, dashboard and a view of the circuit ahead with a field of vision approximately 100 degrees.

2.13.3 The choice of system is free but playback must be possible at the event by regular means such as a laptop.

2.13.4 Where no judicial process has been instigated, the competitor may not review the footage until the protest time (see Motorsport UK Regulation C5.2.1) has elapsed without the express permission of the Clerk of the Course.

2.13.5 In the event that no images are available upon request (other than due to a proven defect with the equipment), sanctions may be applied in accordance with Motorsport UK Regulation C2.1.1. The burden of proof to establish the cause of such failure shall lie with the competitor. The Clerk of the Course may also refer the matter of lack of recorded images to the Stewards of the Meeting for further sanctions, including but not limited to loss of Championship points.

2.13.6 All rights including copyright in relation to footage captured by on board cameras, no matter that the camera is owned by the competitor, will belong to the Organiser and/or Venue Owner/Operator and may not be shared or otherwise used for broadcast or commercial purposes or on social networking sites, forums or any other internet media without permission of the Organiser and/or venue owner/operator.

2.13.7 Where it is necessary for the Clerk of the Course to review footage after an event that such footage should normally be reviewed within a period of 7 days of the event.

2.13.8 Any breach of camera regulations should be subject to penalties provided for in Motorsport UK regulation C2.1.1 with an option to report any matters to the Championship Stewards.

2.13.9 In the event of judicial action, all relevant on board footage must be retained until the time period for all judicial matters has elapsed. The competitor is responsible for carrying and fitting an alternative memory card should one be needed whilst this activity is completed.

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## 3. SPECIFIC CHAMPIONSHIP REGULATIONS:

3.1.1 One official qualifying session of 25 minutes duration will be scheduled at each meeting.

## 4 SPECIFIC CHAMPIONSHIP PENALTIES:

In accordance with Section C of the current Motorsport UK Yearbook, and these regulations.

## 4.1 INFRINGEMENTS OF TECHNICAL REGULATIONS:

4.1.1 Arising from post practice Scrutineering or Judicial Action:

Minimum Penalty: The provisions of Motorsport UK Regulations: C 3.3.

4.1.2 Arising from post race Scrutineering or Judicial Action:

Minimum Penalty: The provisions of Motorsport UK Regulations: C 3.5.1 – C 3.5.2

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 Regulation C 3.5.1 (c)

## 4.2 ADDITIONAL SPECIFIC CHAMPIONSHIP PENALTIES:

4.2.1 In the event of any breach of the regulations, the championship stewards shall be entitled to impose further penalties, including:
(a) Removal of all or any championship points claimed by the competitor
(b) Exclusion of a car and/or a competitor from the championship

4.2.2 In order to maintain standards of conduct, the Championship organisers will monitor all officials / observers reports of adverse behaviour at race meetings. If any individual is included on such reports during competition the championship coordinator will notify the organisers who will issue a warning letter that his / her driving behaviour is to be specifically observed at future race meetings. This will remain on record for all competitors registered in that car for 12 calendar months from the time of first issue

4.2.3 Adverse second such report during this 12-month period of observation will result in the exclusion from entry of all competitors registered in that car, and the car itself to the next scheduled event.

4.2.4 Further reports may be referred to the Championship Stewards for consideration of further sanctions including but not limited to possible refusal of further race entries or other sanctions as seen fit.

4.2.5 In the event that adverse behaviour is not reported during the meeting, video footage may be sent to the organisers appointed Driving Standards Committee for review. Footage may only be submitted within three days of the meeting. On review of the footage, the Driving Standards Committee may request that the organisers issue a warning letter stating that driving behaviour is to be specifically observed at future race meetings, or that organisers issue a formal warning. The Driving Standards Committee may also request that the Organisers, in consultation with a Clerk of the Course, issue a single or multiple race ban in cases of severe adverse behaviour on or off track. This process is supplementary to the

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standard Motorsport UK judicial process and does not replace, overrule or amend it in any way

4.2.6 The Clerk of the Course may impose a Stop & Go or Drive Through penalty for infringements of the regulations in accordance with Motorsport UK Regulation Q 12.6 (a.-h.).

4.2.7 The Clerk of the Course may impose a grid position penalty for the next race or races of the Championship for infringements of the regulations.

4.2.8 Any penalty imposed by the Clerk of the Course that results in penalty points being given, will result in a championship points deduction for all competitors registered in that car based on the following formula; Championship Points Deduction = Penalty Points x 3

4.2.9 The Clerk of the Course may impose such penalties as appropriate according to the powers granted to him in G 5.3

4.2.10 In the event that penalty points are imposed, the competitor is obliged to count the event(s) as one contributing to their overall Championship position, and will not be allowed to drop the score from the offending round(s).

4.2.11 Methanol in/on the car or at the meetings is prohibited, due to the difficulty of identifying it's flame once ignited. Any team found to have Methanol in/on the car, or at the meeting will be excluded from the meeting immediately.

## 5 TECHNICAL REGULATIONS:

### 5.1 INTRODUCTION:

The following technical regulations are set out in accordance with Motorsport UK specified format and it should be clearly understood that if the following texts do not clearly state that you can do something you should seek clarification from the championship organisers prior to making any changes.

The organisers reserve the right to modify these championship regulations as appropriate to ensure close competitive racing at all times.

By registering for the Championship competitors will be deemed to have full knowledge and acceptance of these regulations.

Entrants must at all times comply with the directives of the Championship Organiser in respect of scrutineering and eligibility checking.

If your vehicle does not conform to a specific regulation, please email regs@msv.com prior to the closing date for race entries with a detailed description of the part of your vehicle in question. Please include photos and any other information that might be relevant so that we can review your entry accordingly.

In any case, all Motorsport UK safety requirements must be adhered to as specified in the blue book.

### 5.2 Description:

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The Turismo X is for Competitors participating in Production and Production based Saloon, Hatchback and Sports cars.

Vehicles of commercial type, such as a van/pick-up that were initially intended solely for commercial or goods carrying, are also permitted to take part in the championship.

Four Wheel Drive is not permitted.

The responsibility to prove eligibility is that of the entrant at all times. The championship organisers in conjunction with the Championship Scrutineer shall determine matters as to the eligibility and the implementation, which may involve photographing any part of the vehicle and performing electrical diagnostics at the scrutineers discretion.

Guest/Invitation Class: For any car that the organisers have given permission to join the Championship or single events

Guest/Invitation Class cars will be classified in the overall results (not by class), but not be awarded trophies or championship points.

Guest cars must also fully comply with section 5.2 of these regulations.

All entries are at the discretion of the Championship Organisers.

5.3 **Classes**

Cars will run in four classes based on power to weight ratio of the vehicle. For the purpose of this calculation weight will be that of the car, including driver (or lightest driver where teams of two are present) in "end of race conditions", i.e. with no/low fuel present. The declared weight must not include any penalty ballast. The class structure will be as follows but may be subject to change depending on entries.

Class X: 241 – 300 bhp/tonne
Class S: 206 – 240 bhp/tonne
Class A: 176 - 205 bhp/tonne
Class B: Up to 175 bhp/tonne

Guest/Invitation Class: Any other Production and Production based Saloon, Hatchback and Sports car that the organisers have given permission to join the championship or single events.

All vehicles entering the series must be power tested prior to their first event by Total Track Ltd who run the MINI CHALLENGE Championship. The test will measure power at the hubs.

Tests will be scheduled at 3 pre-season power testing days at 3 MSV circuits and on the Friday before a selection of race meetings. The dates for these will be communicated to competitors by MSV. The cost of these power tests will be £125 inc VAT. Repeat tests will also be charged at £125 inc VAT.

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If you are unable to attend a scheduled power testing day, you may arrange a test at Total Track's premises as detailed below. These tests will be charged at £100 inc VAT. Repeat tests will also be charged at £100 inc VAT.

Testing at Total Track's premises must be pre-booked by email, if competitors arrive unannounced they will be turned away.

Total Track Ltd
Unit 1 Roy Humphrey Estate
A140 Norwich-Ipswich Road
Eye
Suffolk
IP23 8AW

E-mail: dyno@minichallenge.co.uk
Tel: 01379 870 099

You must provide MSVT with the "Performance Certificate" prior to your first race meeting and must provide a revised certificate should you make any changes to your powertrain package.

The operator of the power testing equipment (Total Track) shall be a judge of fact under the event regulations.

Following Qualifying and Race sessions, the operating area for the power test, will be treated as parc ferme and will be subject to parc ferme conditions. For the avoidance of doubt, this includes the route from the pit lane or parc ferme to the power testing area/location, and route back from the power testing area/location to the main perc ferme area/location.

**Power testing procedure (procedure to be the same at Total Track Ltd premises or at each event at circuit):**

1. Car owner/operator will be asked to confirm all coolant, oil and fuel levels are correct and fine before fitting car to Dynapack. Car will be fitted using 4 or 5 stud wheel adaptors. Cars running Single hub nuts & wheels will need to contact Total Track Ltd to confirm suitable fitting attachment is available for testing before bringing the car to test. An additional charge will be made to cover cost of adaptor.

2. Car will be run until normal coolant operating temperature is reached and oil temperature (where measured) is minimum 50 Deg C

3. Car must run with bonnet or engine covers down as per how it would be on track

4. Power run settings will be as follows

- Car must be tested in a gear that exceeds 150KPH before the test finishes based on theoretical gearing calculations. A default gear of one below top will be used as a default.

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- Hold between 2750 and 3250RPM for 4 seconds to stabilize the dyno and engine load
- Power will be tested to the rev limiter
- The power run test will be set at an acceleration rate of 500RPM per second e.g. 3000rpm to 8000rpm will be approximately 10 second test
- The car will be tested 3 times to provide a heat soaked condition for real world measuring. The highest power reading will be used to calculate the power to weight ratio for calibration tests, whereas post race/qualification the middle reading will be used.
- Should the power testers deem in necessary, additional power runs may be completed. Additional runs will be conducted at the testers discretion
- Application of a tolerance of 2% to reflect real world conditions will be at the pure discretion of the Meeting Organisers and Total Track Dyno operators.

5. Car will be allowed to cool down until owner/operator is satisfied that the engine can be shut off.

Once the car has been tested the driver/team will sign the "dyno agreement form" confirming that they agree the test has been conducted per these regulations, before the car is released from the testing area. Failure to do this may result in further testing of the vehicle, of the vehicle being impounded by the Clerk of the Course or the Eligibility Scrutineer for further interrogation, including but not limited to external testing by the dynapack UK distributer.

Where the conclusion of the further interrogation/power testing confirms non-compliance, the entrant shall be responsible for all costs and fees arising from the interrogation/power testing procedure

**Dynapack Dyno Calibration:**
The Total Track Ltd dyno will be serviced, maintained and calibrated in accordance with Manufacturers specifications. Accuracy of torque/power measurement to be maintained within the 0.5% accuracy tolerance allowed.
The correction factor for all dyno tests will be "SAE adaptive".

PLEASE NOTE: All vehicles must be tested between 1st February 2022 and the day prior to the last race meeting. Any dyno reports conducted before this time will not be valid for the 2022 season.
All vehicles must be fitted with a rev limiter.

All vehicles must be under the maximum power to weight ratio as specified by MSV.
The organisers reserve the right to alter a competitor's class (based on performance). In any case, a competitor will be informed of the class change prior to the race.
Should Total Track be unable to conduct power tests for a prolonged period, (or in the case of force majeure), the organisers reserve the right to allow power testing at AET Motorsport, Beckbridge Rd, Normanton WF6 1TE. This may only take place with prior written consent from the championship organisers.

PLEASE NOTE: At some rounds, competitor's vehicles may be weighed and tested for their power output at the hubs.

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In the event that an eligibility power test for the current season is not possible prior to the competitor's first round, and where the car is confirmed to be unmodified, drivers who have raced in the same car in a MSVT race series/championship within the last 12 months may submit last season's eligibility power test on the following conditions:

I. That a signed declaration is submitted confirming that no modifications have taken place since the power test was conducted
II. That the competitor understands that in the interim spot checks will be conducted and checked against the submitted eligibility test
III. A payment for the current season's eligibility test is made in full to the dyno provider prior to the competitor's race
IV. An eligibility test is completed before the end of the current season

## 5.4 PRESENTATION:

Cars must be presented to a high standard. Unpainted panels, unrepaired damage or cars not achieving a satisfactory level of preparation and presentation, as judged by the championship scrutineer, may receive a warning and may ultimately result in exclusion.

Presentation for a vehicle for scrutineering is a declaration by the entrant that the vehicle is eligible for that event and fully complies with the championship regulations.

## 5.5 SAFETY REQUIREMENTS:

The following Articles of Motorsport UK Blue Book 'Section K Competitors: Safety' regulations are highlighted as being applicable (but not to the exclusion of any other) Motorsport UK General Regulations that automatically apply – see 5.1.2 above):
K 1.2.1 & K 1.2.2 , – ROPS (Roll over protection systems) general safety specifications
K 1.2.3, - ROPS, compulsory diagonal bar
K 1.3.5 – ROPS, optional reinforcement
K 2.1.2 - K 2.1.4 - Seat belts, 4, 5 and 6 point harnesses
K 3.1 - Fire extinguisher
K 5.1 & K 5.2, - Red warning light
K 6, - Fuel tanks & fillers
K 8 , - External circuit breaker (see also G120 & 121)
K 9 – Race Overalls (in particular, K 9.1.1)
K 10 – Crash helmets
K 13, - Head restraints

ALL drivers are required to wear a correctly fitted FHR at all times when on track, regardless of age of car.

A link to the current Motorsport UK Competitors & Officials Yearbook can be found here:
https://www.motorsportuk.org/News-Publications/Publications/Yearbook

### 5.5.1 Safety Harnesses

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In order to maintain the integrity of the harness system in the event of an accident, it is recommended that these should be a minimum of five-point attachment, in accordance with Q 13.10.2.

**5.5.2 SEATS**

It is strongly recommended that seats have side wings or side head restraints to take into account lateral forces.

5.6 **GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS**

All vehicles must comply with the relevant sections of the 2022 Motorsport UK Yearbook Section J and Section Q(Tech Regs) up to and including Q 19.16

5.6.1 Competitors registering in this Championship do so in the full knowledge that the organisers reserve the right to require the Championship Scrutineer to carry out, record and enforce eligibility checks which may include the sealing of component(s) for subsequent checking. The costs of such checking shall be borne by the championship organisers but the organisers shall not be liable for the costs of stripping or reassembly or rebuilding of vehicles after the checks have been carried out.

5.6.2 Advertising on vehicles is subject to requirements set out in Motorsport UK Yearbook Q 13.2.2 and H 28 & H 29 in particular. For the avoidance of doubt, use of the side windows of the vehicle for advertising is strictly prohibited.

5.6.3 All vehicles must comply with Motorsport UK General Technical Regulations and the relevant parts of the Motorsport UK Yearbook except where specified below.

5.6.4 Vehicles must be fitted with at least two externally mounted rear view mirrors.

5.6.5 Engines may be sealed at any time by a Licensed Eligibility Scrutineer and only by written permission in advance from the championship organisers or championship Eligibility Scrutineer may seals be broken.

5.6.6 The Car Specification elements of the Championship Registration documents must be fully completed and will form part of a declaration of the cars suitability to align with this championship. This document should be with the car when presented for scrutineering.

5.6.7 If a workshop manual or manufacturers specification sheet specifically for the model being raced is not available, then a manual for the standard version of the vehicle with any other relevant supplementary information to prove the authenticity of the uprated model would be acceptable. The onus is on the entrant to prove eligibility of the model.

5.7 **CHASSIS:**

**5.7.1** Chassis and chassis members must remain as originally manufactured and lightening or reducing of chassis or chassis member strength is prohibited save that the spare wheel well

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may be removed for the sole purpose of the fitting of a fuel tank in the boot area. A steel plate of at least the thickness of the metal removed must cover any remaining aperture.

5.7.2 Addition of material to strengthen the chassis and seam welding is permitted.

5.7.3 Minimum ground clearance is 40mm excluding exhaust systems.

**5.8 BODYWORK:**

5.8.1 Bodywork must be complete and standard in shape and silhouette, material and thickness on all exterior surfaces except that bonnets, doors, boots and spoilers may be replaced with lightweight replicas and any non metallic panel may be replaced with a fibreglass replica. In the case of a hatchback the hatch may be fibreglass.

5.8.2 Aerodynamic devices are permitted, providing that the comply with the provisions set out in Appendix J of the Motorsport UK Yearbook (particularly J5.20.10 & J5.20.11) in terms of fixed rear wings, rear diffusers and front splitters only. It is implicit that these devices must be approved by the scrutineers. Active aero/DRS systems are not permitted.

5.8.3 A “roof scoop” may be allowed for the purpose of ventilation for the habitable.

5.8.4 Modifications to the silhouette may be permitted subject to all of the following conditions:

Such modifications are:

- Fitted for safety or efficiency (for example to aid cooling of either the interior cabin or engine bay without a significant performance advantage)
- Approved by the championship organisers and scrutineers in advance.
- In keeping with the spirit of the championship (modifications that give a significant performance advantage at a high financial cost will almost certainly be illegal or outlawed in future regulations).

5.8.5 Headlights can be removed but must be replaced with blanking plates in order to retain the existing, exterior shell of the vehicle. All modifications must also comply with the regulations relating to presentation. Any replacement panels must be securely fixed.

5.8.6 The removal of exterior decorative strips and bumper overriders is permitted.

5.8.7 Reworking or modification to exterior bodywork is prohibited but with the exception of arch/track widening to aid the fitment of wider wheels/tyres.

5.8.8 Any item below the centreline of the wheel must not project beyond a line drawn at 45 degrees to the horizontal and tangential to the bodywork (not including overriders).

5.8.9 All internal panels and subassemblies must remain as originally manufactured, save that interior door cards may be removed or replaced subject to meeting Motorsport UK requirements. Strengthening is permitted. Battery trays and their supports may be removed.

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5.9 **INTERIOR:**

a. These regulations require the retention of the dashboard. In the habitable, floor carpets, under felt, sound deadening, headlining, front and rear parcel shelves, centre consoles, the front passenger and rear seats and trim in the boot/luggage compartment may be removed.
b. Instrumentation is free, however a working and accurate tachometer (rev counter) must be fitted.
c. All windows are free. However, competitors must provide a method for ventilating their vehicle.
d. Driver's seat is free subject to Motorsport UK requirements and the driver must be located entirely to one side of the centre line of the car.
e. Heaters and interior ventilation systems may be removed. Adequate ventilation must be provided in order to facilitate windscreen demisting.

5.9.1 The original boot and bonnet hinges and fasteners may be removed and are free but the original bonnet and boot shut lines must be as in production.

5.9.2 It is recommended that all cars fit a FIA compliant window net to the driver's side of the roll cage

**5.10 ENGINE:**

5.10.1 All entries must be powered by a *production car engine originally available through normal commercial channels of a car manufacturer in quantities of not less than 1000 units within 12 consecutive months* <u>that is fitted in the original location with a rev limiter present.</u>

5.10.2 Fitting forced induction to a vehicle originally homologated as Normally Aspirated is permitted, subject to that vehicle submitting a declaration of parts used.

5.10.3 Induction - air filter and air filter box may be removed and air ducting/trunking is free provided it does not extend beyond the periphery of the bodywork. Anti surge pipes are permitted as also are return pipes from the carburettor/injection system.

Forced induction is permitted. Turbochargers, superchargers and related components may be sealed by scrutineers, where this has been the case seals may not be broken without permission in writing by the Championship Organisers. Damaged, missing or broken seals, may cause a component to be judged non compliant.

Forced induction vehicles are subject to the correct penalty ballast being applied. For vehicles under 2000cc, 20kg penalty ballast must be applied. This shall increase by 10kg for every 500cc over and above 2000cc i.e. - Up to 2000cc = 20kg, 2001-2500cc = 30kg, 2501-3000cc = 40kg, etc.

Forced induction penalty ballast must not be included in the weight declared for class eligibility and cannot be absorbed within the mass of the vehicle. All ballast must be clearly labelled, securely fitted by at least four M8 bolts in the passenger foot well or passenger seat position and be visible for inspection at any time – (References Motorsport UK Yearbook Regulations J. 5.15.1 – 5.15.4).

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Boost pressure must not be adjustable from within the habitable nor be adjustable remotely. The organisers reserve the right to introduce or modify requirements for forced induction engines.

5.10.4 Oil coolers and additional water radiators are permitted provided they are located within the periphery of the bodywork.

5.10.5 The exhaust system is free subject to Motorsport UK requirements.

5.10.6 Inlet and exhaust manifolds are free.

5.10.7 It is permissible to remove metal from original cylinder blocks and heads.

5.10.8 Fuel pumps and fuel tanks are free subject to Motorsport UK requirements.

5.10.9 All other engine components are free.

5.10.10 Engine Sealing: Wire or paint may be used. To allow for scrutineers wire seals, every installed engine must have 1/16" holes drilled in readily accessible locations:
A - Sump: Cross drilled through two adjacent retaining screws or studs.
B - Rocker/cam cover: Cross drilled through two adjacent retaining screws or studs.
C – Gearbox: Cross drilled through two adjacent retaining screws or studs.

Damaged, missing or broken seals, may cause a component to be judged non compliant

5.10.11 Engines may be sealed from the car's first event. Thereafter the seals must be in place at all times. If a seal needs to be removed for any reason, the entrant must inform the championship scrutineer who will then re-seal at the first opportunity.

5.10.12 The organisers reserve the right to request a competitor to carry out a rolling road analysis of the vehicle at a rolling road specified by the race organisers at the competitor's expense.

5.10.13 Modification or exchange of the engine, gearbox or any component; or the breaking of any engine or gearbox seal, is prohibited. If for any reason the Modification or exchange of the engine, gearbox or any component; or the breaking of any engine or gearbox seal is required, pre-authorised by the organisers and/or eligibility scrutineer must be requested formally in writing prior to work being started and confirmed on completion with a new eligibility power graph for that vehicle.

5.10.14 Vehicles that have variable engine mapping or boost controls (turbo or supercharged vehicles) are only permitted to use the settings the vehicle was set to when tested for the mandatory pre-season dyno run. Controls within the cabin which can affect engine output/performance (whether in operation or not) are prohibited. For the avoidance of doubt championship regulations cover all practice, qualifying and race sessions at all times during the entire race event - References Section (J. 3.1.3.)

5.10.15 Water/Methanol injection is prohibited in all forms.

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**5.11 FUEL:**

5.11.1 All fuels listed in Motorsport UK competitor's yearbook 2022 as pump fuel are acceptable subject to a 100ron maximum octane rating.

5.11.2 The organisers reserve the right to request fuel for sampling at any point during an event weekend.

5.11.3 All cars must be fitted with a dry break fuel coupling within a 30cm distance of the carburettors or fuel injectors/ fuel rail to allow fuel samples to be taken without and dismantling of fuel lines, Drivers must have a suitable coupling hose available in parc ferme

5.11.4 Where the conclusion of the fuel testing procedure confirms non-compliance the entrant shall be responsible for all costs and fees arising from the testing procedure. Motorsport UK Yearbook Section D 34.6

**5.12 SUSPENSION:**

5.12.1 Modification to the suspension is subject to the following conditions:

Suspension that is adjustable either remotely from outside of the car, or manually by the driver while the vehicle is in motion is prohibited.

5.12.2 Dampers are free subject to Motorsport UK requirements.

5.12.3 Anti roll bars and their mountings and shape and material are free subject to Motorsport UK requirements.

5.12.4 No other additional suspension components are permitted

**5.13 TRANSMISSION:**

5.13.1 Transmission is free subject to Motorsport UK requirements.

**5.14 ELECTRICAL:**

5.14.1 Electrical equipment is free provided that a generator, battery and starter are fitted and in full working order at all times.

5.14.2 High intensity rear light and front windscreen wiper to Motorsport UK requirements must be fitted and in full working order.

5.14.3 The presence of an aftermarket ECU must be highlighted to the Championship Organisers at the point of annual Registration (or immediately upon the items introduction), along with manufacturer details and model numbers. If present, the competitor must provide a laptop and cable to allow the eligibility scrutineer access into the files within the ECU. Failure to provide access into an aftermarket ECU at the request of the eligibility scrutineer may result in exclusion.

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5.14.4 ECU's are not permitted to hold multiple maps or multiple engine modes, and must retain the unmodified settings that the vehicle was set to when tested for the mandatory pre-season dyno run.

5.14.5 No ECU or other engine control system, may be adjustable from within the habitable, nor automatically whilst the vehicle is in motion, nor be adjustable remotely via any source.

5.14.6 All ECU's are subject to interrogation at the request of the eligibility scrutineers.

**5.15 BRAKES:**

5.15.1 Brake systems are free save that carbon or ceramic disks and ABS systems are prohibited unless fitted in production, in which case they must be to production specification. Ducting for the purpose of cooling brakes or removing dust is permitted provided it is not visible outside the car, serves no other purpose and if beneath the car, does not project beyond a line drawn at 45 degrees to the horizontal and tangential to the bodywork (not including overriders). Modification or removal of brake back plates is permitted.

5.15.2 Brake lights must be operational and operated only by the brake pedal without a delay. The high intensity rear light must not be operated by the brake pedal.

**5.16 WHEELS & TYRES:**

5.16.1 **WHEELS:**

Wheel size and material is free. Centre locking wheels and their hubs are prohibited.

5.16.2 **TYRES:**

Control tyres for Turismo X are four of either:

Yokohama A052
Nankang AR-1
Dunlop Direzza DZ03G
MRF ZTR - Hard Compound

For dry & wet conditions.

It is prohibited to cut the tyres in any manner and the original tread pattern must remain visible at all times.

For the avoidance of doubt, all four tyres must match on all cars at all times.

5.16.3 Changing or swapping wheels/tyres is not permitted during the qualifying or the race sessions, except in the case of force majeure (puncture, obvious damage).

5.16.4 Any chemical and/or mechanical treatment of the tyres except cleaning is prohibited.

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5.16.5 All tyres must be purchased via Turismo X authorised supplier, Darkside Developments, 01226 827 999 / www.darksidedevelopments.co.uk. Tyres will be barcoded by Darkside Developments in order to ensure compliance.

**5.17 WEIGHTS:**

5.17.1 Weight is defined as the whole vehicle, including all consumables and fluids, at the end of each race entered, including the driver in full racing kit. The declared weight figure for eligibility must not include any success ballast or penalty ballast issued for forced induction, or non conformance.

Penalty ballast cannot be absorbed within the mass of the vehicle, this ballast must be clearly labelled and be visible for inspection at any time – (References Motorsport UK Yearbook Regulations J. 5.15.1 – 5.15.4).

5.17.2 There is a minimum weight of 600kg at all times during competition. This includes the driver, normally seated with racing overalls and helmet. Cars under this minimum weight will only be permitted as guest entries at the discretion of the organisers.

5.17.3 The organisers reserve the right to increase or decrease minimum weight for eligible cars as appropriate.

5.17.4 These are true minimum weights with no tolerance and all cars must comply at all times. Ballast is permitted to achieve these minimum weights but weight may only be removed within the limits of the modifications detailed within these regulations.

5.17.5 Ballast must be securely attached within the vehicle and attachment bolts predrilled for the purpose of attaching scrutineers wire seals. The total weight of ballast carried, must be declared in the scrutineering log book and be in position at all times during practice and racing.

5.17.6 A maximum of 80kg ballast is permitted in the cars. For cars that have forced induction, the mandatory forced induction penalty ballast may be in addition to this.

5.17.7 All cars must comply with these weight limits irrespective of the year of manufacture and any other championship regulations or waivers.

5.17.8 The organisers reserve the right to add success ballast to any vehicle seen to have an uncompetitive advantage over the rest of the field.

**5.18 NUMBERS AND CHAMPIONSHIP DECALS:**

**5.18.1 POSITIONS:**

5.18.2 Race Numbers must comply with Motorsport UK Regulation Q11.4: The numbers for each rear side window shall be;

(i) a minimum of 200mm high
(ii) with a stroke width of at least 20mm

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(iii) coloured reflective yellow

For vehicles with no rear side windows only; rear side numbers in compliance with Motorsport UK Regulation Q11.4 may be replaced with door numbers in compliance with Motorsport UK Regulation J4.1.

In addition, the windscreen of all cars must display the competition number positioned on the upper area of the passenger's side of the windscreen, as follows;

(i) the numerals must be at least 150mm high
(ii) be in the same colour and font as those displayed on the rear side windows
(iii) be placed no closer than 50mm from the lower edge of the windscreen "sun-strip" and 50mm from the side edge of the windscreen.

5.18.3 All vehicles must display the championship advertising material associated with a Championship sponsor as required by the championship. These stickers will be provided in your Registration Pack and replacements can be purchased at each round if required. Failure to display the appropriate stickers may result in loss of Championship points.

MSVT sticker on both sides of the vehicle
Darkside Developments / Yokohama Numberplate stickers
Alex Reade visor strip on the front windscreen of the vehicle
Class sticker on the rear of the vehicle and two on the front (one reversed)
MSVR Sticker on both sides of the vehicle
Dodo Juice, and Moores Motors sticker on both sides of the vehicle

5.18.4 Competition numbers will be obtained at the competitor's expense. One full set of championship decals will be supplied by MSVT. Replacement stickers are available at the cost of £1 per individual sponsor sticker.

5.18.5 Front and rear windows may be covered with championship or personal sponsor livery to a maximum depth of 250mm from the top of the window measured from the centre-line of the vehicle and must also comply with Q13.2.2. Where championship front or rear window decals are specified in 5.17.2, competitors may not additionally display personal sponsor decals in the position specified. The championship organisers reserve the right to supply and specify a championship front or rear screen strip at any time and this will require the removal of any existing personal sponsor decals in these positions.

Further sponsors may be added at a later date.

## 6 APPENDICES:

6.1 Race Organising Contacts:
Championship Co-ordinator: Stuart Garland Email: Turismo-X@msv.co.uk
Championship Scrutineer: Nigel Thorne and Graham Bahr Email: regs@msv.com

6.2 Commercial Undertakings:
None

6.3 Agreed Waivers:

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None

6.4 Log Books:
A central logbook will be held by the eligibility scrutineer where specific eligibility infringements will be recorded and a copy issued to the entrant at scrutineering.

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