



2016 REGULATIONS

1. GENERAL

- 1.1 SRC Car Club Ltd will promote the 2016 **ARR Craib MSA Scottish Rally Championship**, incorporating the Scottish 2 Wheel Drive Championship and the SRC Challengers Championship.
- 1.2 The Championship is held under the General Regulations of the Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations. The Championship Permit No. is **2016/5556**
- 1.3 The Championship is open to fully elected members of Clubs which are members of the following associations:
- Scottish Association of Car Clubs
 - Association of Northern Ireland Car Clubs
 - Association of North East & Cumbria Car Clubs
 - Association of Northern Car Clubs
- 1.4 The Championship Management Committee, elected by the clubs organising rounds of the 2016 SRC, and in accordance with the General Regulations of the MSA, reserves the right to:
- a. Issue additional regulations
 - b. Amend present regulations
 - c. Announce additional awards
 - d. Rule on matters of eligibility
- 1.5 As required by the MSA, a panel of Stewards has been appointed. They are:-
- **Robert Harkness**
 - **Brian Kinghorn**
 - **Iain Edwards**
- 1.6 All protests, in respect of these Regulations, must be lodged in accordance with the General Regulations of the MSA.
- 1.7 The Championship Updates and/or Championship Bulletins issued by the championship co-ordinator will be the official medium for confirming changes to, or additions to, the Championship Regulations, including the announcement of any additional awards. Registered competitors shall receive Championship Updates/Bulletins/Points Tables via e-mail unless a hard copy is specifically requested by ticking the relevant box in the Registration Form. There is a £5 surcharge on the registration fee for all competitors using this facility.
- 1.8 Registration in the ARR CRAIB MSA Scottish Rally Championship does not guarantee entry in the events which count towards the Championship.



1.9 The Championship Management Committee is made up as follows;

Chairman

Dave Robson daverobson@srcweb.co.uk

Vice Chairman

Gordon Adam gordonadam@srcweb.co.uk

Secretary

Fiona Moir fionamoir@srcweb.co.uk

Treasurer

John Parker johnparker@srcweb.co.uk

Co-Ordinator

Alex Lindsay alexlindsay@srcweb.co.uk 07789 905100

Competitor Representative

Susan Shanks susanshanks@srcweb.co.uk 07841 374595

Event Liaison

John Morrison johnmorrison@srcweb.co.uk

Committee Members

Neil Shanks
Dave Weston
Andrew Little
Craig Wallace
Stuart Sheridan

The Competitor representative role is to liaise between competitors and the management committee, ensuring that competitor's views and queries are put forward for discussion. The competitor representative should be the first point of contact for any queries. The competitor representative is annually elected from nomination/voting by registered competitors.



2. EVENTS

2.1 The following events will count towards the 2016 ARR Craib MSA Scottish Rally Championship.

| | | |
|--|--|--|
| Jurys Inn Arnold Clark Snowman Rally <i>Highland Car Club</i> www.snowmanrally.co.uk | 20 February <i>Inverness</i> | Neil Moir - 01463 225508 neil.moir@snowmanrally.co.uk |
| Brick & Steel Border Counties Rally <i>Hawick & Border CC and Whickham & District CC</i> www.bordercountiesrally.co.uk | 19 March <i>Jedburgh</i> | Clayton Lackenby - 07801 823294 clayton.lackenby@bordercountiesrally.co.uk |
| McDonald & Munro Speyside Stages <i>63 Car Club (Elgin)</i> www.speyside-stages.co.uk | 23 April <i>Elgin</i> | Neil Shanks - 01343 541559 speysidestages@gmail.com |
| Jim Clark Reivers Rally <i>Jim Clark Rally Club</i> www.jimclarkrally.com | 5 June <i>Kelso</i> | Graham Provest - 07811 354373 graham.provest@gmail.com |
| RSAC Scottish Rally <i>RSAC Motorsport</i> www.scottishrally.co.uk | 25 June <i>Dumfries</i> | Jonathan Lord - 0141 946 5045 jcl@rsacmotorsport.co.uk |
| Coltel Grampian Stages <i>Stonehaven & District Motor Club</i> www.grampianstages.co.uk | 13 August <i>Aberdeen</i> | Dave Weston – 07795 417600 dave@johnlawrie.com |
| Galloway Hills Rally <i>Solway, Machars and East Ayrshire Car Clubs</i> www.gallowayhillsrally.co.uk | 10 September <i>Castle Douglas</i> | Isobel Riddick – 01556 660281 isobel@gallowayhillsrally.co.uk |

2.3 The awards ceremony is scheduled to take place on **Saturday 26th November 2016** at the **Marriott Hotel, Glasgow**.



3. REGISTRATION

- 3.1 Competitors may register as either a 'Driver' or a 'Co-driver' at any time up until the end of signing-on for the 5th event in the Championship. To register, each competitor must complete the official Registration Form and return it to the Championship Registrar/Co-ordinator accompanied by the appropriate Registration Fee (refer to Registration Form). In addition, all Drivers and Co-drivers shall register for a vehicle class as defined in Regulation 6.
- 3.2 Eligible Drivers may also register in the SRC Junior Award scheme as defined in Regulation 4.
- 3.3 Registration will be free for first time eligible junior competitors (Art 4.1(a))
- 3.4 Championship points will not be awarded retrospectively.
- 3.5 It is the responsibility of competitors to ensure that their completed Registration Forms have been received by the Championship Registrar/Co-ordinator.
- 3.6 Registered competitors are required to confirm award and class eligibilities at each event by signing on at the Championship Registration Desk which will be located in the event documentation area and manned throughout the event signing on period.

Failure to do so may result in competitors forfeiting all points on that event.
- 3.7 A 'Registration Card' will be issued to all those who enter the Championship and should be shown at the Championship Registration Desk at each event.
- 3.8 Competitors should note that the information supplied will be held in a computerised data retrieval system essentially for the purposes of producing contact lists. However, the information supplied may be used for other purposes pertaining to the Championship.

Anyone not wishing personal details to be available to anyone other than the Championship Management Committee and Championship Events should tick the relevant box on their Registration Form.



4. SRC JUNIOR ELIGIBILITY

4.1 An '**SRC Junior Driver**' is defined as follows:

- a. Was born on or after January 1st 1993
- b. Competes in a vehicle with no more than two driven wheels, has an engine capacity of no more than 2000cc and which does not have forced induction
- c. Has not previously been 'Junior Champion'

4.2 An '**SRC Junior Co-Driver**' is defined as follows:

- a. Was born on or after January 1st 1993
- b. Has not previously been 'Junior Champion'

4.3 The eligibility of all 'SRC Juniors' will be subject to final approval by the Championship Management Committee to ensure compliance with the spirit of this Regulation.

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



5. SRC CHALLENGER ELIGIBILITY

5.1 An '**SRC Challenger Driver**' is defined as follows:

- a. Has not finished within the top 10 overall on any round of the Scottish Rally Championship, BTRDA Championship, Northern Ireland Rally Championship, or any equivalent status championship (or higher) on more than one occasion after January 1st 2005 (for the avoidance of doubt, a driver finishing within the top 10 on a Scottish Rally Championship round only once since 2005 is eligible.)
- b. Has not previously been 'Challengers Driver Champion'
- c. Has not previously been 'Scottish Rally Champion'

5.2 An '**SRC Challenger Co-Driver**' is defined as follows:

- a. Competes alongside a driver who is eligible to be classified as a Challenger driver as defined in 5.1.a.
- b. Has not previously been 'Challengers Co-Driver Champion'
- c. Has not previously been 'Scottish Rally Champion'



6. SCORING

- 6.1 Points in the overall Championship will be awarded to the highest placed registered Drivers and Co-drivers on each event as follows: **30, 28, 27, 26, 25 and so on down to 1 point**
- 6.2 Points in the SRC Challenger Championship will be awarded to registered competitors on each event as follows: **30, 28, 27, 26, 25 and so on down to 1 point**
- 6.3 Points in the Scottish 2 Wheel Drive Rally Championship will be awarded to registered competitors on each event as follows: **25, 20, 19, 18, 17 and so on down to 1 point**
- 6.4 Points in the SRC Junior and Lady Drivers championships will be awarded to registered drivers on each event as follows: **12, 10, 9, 8, 7, 6, 5, 4, 3, 2 and 1 point**
- 6.5 At the end of the Championship, competitors will count their best **6** scores out of **7** events as his/her final overall score in all Championships and series within the SRC.
- 6.6 In the event of a competitor having more than one points score of the same value, such points counting towards their final championship score (best 6) shall be those accrued earlier in the season.
- 6.7 If less than 7 championship events count towards final championship points, the number of scores to count will be one less than the number of rounds held.
- 6.8 The allocation of Championship points will be based on the final results of the Championship events. Championship points will be awarded after each event and published in a Championship Bulletin and/or on the Championship web site. These interim Championship points will become final 7 days after the publication of the Championship Bulletin. The end of year Championship points will become final 7 days after the publication of the Championship Bulletin and/or on the Championship web site after the final round.
- 6.9 In the event of a tie, it will be resolved in favour of the competitor who has counted the most 30's in his/her final Championship or Series score, failing that in favour of the competitor who has counted the most 28's in his/her final Championship or Series score, and so on.
- 6.10 If these tie-breaks fail to resolve a tie, it will be decided in favour of the competitor who has counted in his/her final Championship score the most points from the first event in the season on which all affected competitors scored points counting towards their final championship score.



7. VEHICLE CLASSES

7.1 All cars must comply with FIA International Regulations and the 2016 MSA Vehicle Regulations.

7.2 There will be 13 Classes in the Championship as follows. All vehicles with forced induction will have their basic engine capacity increased by the equivalency factor of 1.7 to determine their Class eligibility

- 1 - All 2WD cars up to 1050cc, and all cars up to and including 1600cc complying with SRC **Rally First** Regulations - see Appendix 1
- 2 - All other 2wd cars up to 1450cc
- 3 - All other 2wd cars – 1451cc to 1650cc, 8 valves or less
- 4 - All other 2wd cars – 1451cc to 1650cc, more than 8 valves
- 5 - 2wd cars – 1651cc to 2050cc, 8 valves or less
- 6 - Historic Category 1, 2 & 3 Rally Cars as defined in the General Regulations of the MSA.
- 7 - Fwd cars - 1651cc to 2050cc, more than 8 valves
- 8 - Rwd cars – 1651cc to 2050cc, more than 8 valves
- 9 - All 2wd cars over 2051cc
- 10 - FIA Homologated GpN 4wd cars and cars previously homologated as such, providing these run as per their FIA homologation papers
- 11 - Any other 4wd car not classified in class 12 or 13 without a sequential gearbox
- 12 - FIA Homologated GpA 4wd cars, FIA Homologated Super 2000 cars & FIA Homologated R4 cars, and any cars previously homologated as such, providing these run as per their FIA homologation papers.
All Metro 6R4's and any derivative therefrom
Any other 4wd car not classified in class 13 with a sequential gearbox.
- 13 - FIA Homologated WRC cars and cars previously homologated as such and FIA Homologated R5 cars. Any derivative therefrom

A competitor with a car which does not conform to any of the above classes will be classified in an appropriate class, at the discretion of the Championship Management Committee.

7.3 Drivers and Co-drivers will be allowed to score points in ONE class only on any individual event.

7.4 In each of the classes, points will be awarded to the highest placed registered Drivers and Co-drivers as follows: **12, 10, 9, 8, 7, 6, 5, 4, 3, 2 and 1 point**

7.5 These points will NOT be added to overall Championship points.

7.6 At the end of the Championship, Drivers and Co-drivers will count their best 6 scores.

7.7 A Start Bonus incentive will operate within the class structure only. Bonus points will be awarded based on number of championship events **STARTED**, i.e;

On a competitor starting their first championship event they will be awarded 1 Bonus point.

On starting their second championship event they will be awarded a further 2 Bonus points, and so on until being awarded 7 bonus points on starting their seventh championship event.



The total number of bonus points awarded (maximum 28) will be added to the competitors championship class score (as per Art 6.7) to give their final a final total. These bonus points will be shown separately in points tables, and for the avoidance of doubt, ALL bonus points scored will count, not only the best 6.

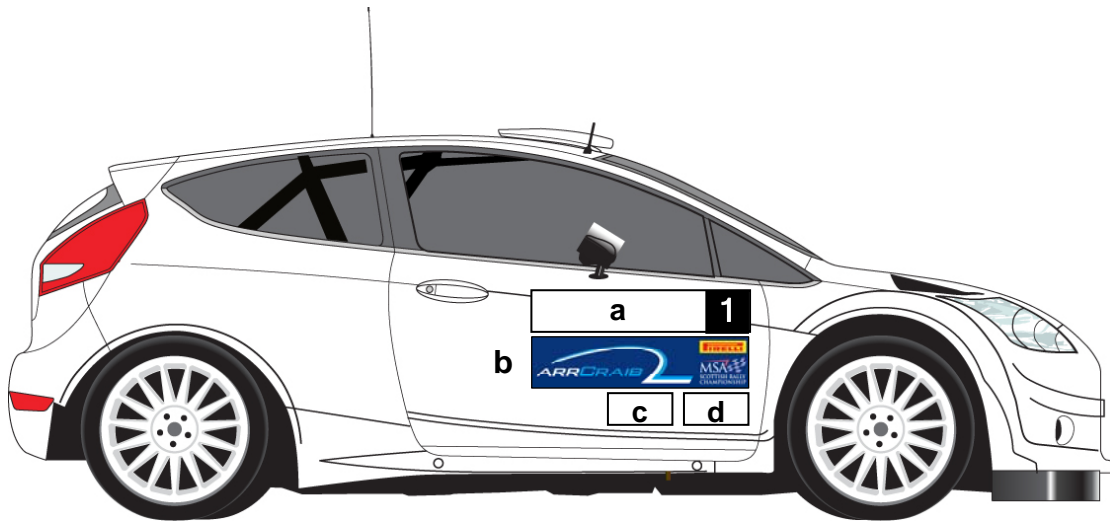
- 7.8 To be eligible for the end of year class awards, a Driver should have started at least 3 of the events run during the year, in the relevant class competing as a Driver. However, should no one meet these criteria, the Management Committee reserves the right to allocate the Award to the competitor with the highest number of points.
- 7.9 To be eligible for the end of year class awards, a Co-driver should have started at least 3 of the events run during the year, in the relevant class competing as a Co-driver. However, should no one meet these criteria, the Management Committee reserves the right to allocate the Award to the competitor with the highest number of points.
- 7.10 If less than 7 events were to count for the championship, the number of scores to count will be one less than the number of rounds held.
- 7.11 If any Championship event does not count towards final championship points, the number of scores to count will be one less than the number of rounds held.
- 7.12 Drivers and Co-drivers may change their class at any time during the season, but class points will not be transferred. Upon any change of class, bonus points will reset – i.e. the bonus points in the new class will be accrued from scratch.
- 7.13 Drivers, Co-drivers or their appointed representative must inform the Championship Registrar of a change to their current registered class, NOT LATER than ONE HOUR prior to the start time of the first car on the event, or by the close of signing on, whichever is earlier.
- 7.14 Any change to class will be deemed a permanent change to their registered Championship class unless further changes are notified.
- 7.15 Failure to comply with Regulations 7.13 and 7.14 will result in NO class points and NO bonus points being awarded in the new class for that event, but overall Championship points will still be awarded.
- 7.16 Drivers and Co-drivers who make a false declaration regarding class or awards eligibility will forfeit all relevant points gained to date in the 2016 SRC.
- 7.17 In the event of a tie it will be resolved in a similar manner as set out in Section 6 of these Regulations.
- 7.18 The top 3 drivers and co-drivers in the final overall championship standings will not be eligible for class awards.

8. DISPLAY OF CHAMPIONSHIP DECALS

8.1 All competitors who wish to claim points in the Championship must meet the following requirements:

Display on each front door or front side panel of their rally car Championship decals (**b, c and d** in picture 1 below) as provided by the Championship.

Picture 1



8.2 Event decals (**a** in picture 1) and Championship decals (**b, c and d** in picture 1) should be in position prior to scrutineering for each Championship round. Vehicles will be checked to ensure compliance. Decals must remain on the vehicles throughout the event. Vehicles may be checked at random during the event and as they cross the finish line to ensure compliance.

8.3 The Championship Management Committee in the event of accident or bad weather damaging or removing these decals may waive regulations 8.1 and 8.2.

8.4 The Championship will provide a **maximum of 2 sets of Championship decals (b, c and d** in picture 1 above) to each registered driver, 1 set provided at their first event after registration, and a second set provided upon request. **Any decals required further to this will be charged at £5 per set, and issued through the championship co-ordinator.**



9. VEHICLE ELIGIBILITY

9.1 The Championship Management Committee will appoint a Championship Eligibility Scrutineer. The Championship Eligibility Scrutineer for 2016 will be Mr. R. McDonald, Scrutineer Technical Commissioner, or his appointed deputy. For 2016 his appointed deputy will be Mr W Greig.

Rab McDonald rabtmsa@scrutineer49.freeserve.co.uk 07774 692679

9.2 The Championship Management Committee will appoint a Championship Environmental Scrutineer. The Championship Environmental Scrutineer for 2016 will be Mr. P. Clingan, Environmental Inspector, or his appointed deputy. The appointee's duties will include liaising with all events in the Championship with regard to non-compliance of competing vehicles in all Environmental issues in accordance with the powers and duties defined by the MSA.

Peter Clingan peterc@dumgal.gov.uk 07742 572635

9.3 All cars currently FIA homologated competing in the Championship must comply with FIA International Regulations and also the 2016 MSA Vehicle Regulations.

9.4 All other cars competing in the Championship must comply with the MSA Vehicle Regulations. In addition, the following will apply for production car engines with a maximum of 2 rotors:

- a) Rotary engine equivalence 1.7.
Forced induction rotary engines equivalence $(1.7 \times 1.7) = 2.89$.
- b) Rotary engines will be considered equivalent to 4 valve per cylinder petrol engines in respect of the maximum engine capacity including the application of equivalency factor (a) above.

Competitors are also reminded of their obligations as per J 5.16.7 of the 2016 MSA Yearbook.

9.5 Minimum weights for all non-homologated cars must comply with R 48.9.1 of the 2016 MSA Yearbook.

Competitors should however note that any car constructed in the last 15 years which is, **or is capable of being**, homologated must run to the minimum weight as defined in the FIA International Regulations

9.6 Competitors are prohibited from using any form of tyre heating device and/or tyre run-flat systems during the course of any Championship event. Contravention of this regulation will result in the loss of points on the round concerned.

9.7 All fuel injected cars must be equipped with the facility to enable a fuel sample to be taken as defined in J5.13.7 of the 2016 MSA Yearbook.

9.8 All cars must have Mud Flaps fitted behind each wheel. The mud flap material must be flexible with a minimum thickness of 4mm. The mud flap must extend to a minimum of 4cm either side of the tyre tread. The bottom of the mud flap must be no more than 8cm from the ground when the car is stopped with nobody on board.



- 9.9 All cars must carry within their vehicle a self-contained Spill Kit capable of effectively absorbing minor spillages of up to 1.5 litres of all vehicle fluids – oils, fuels, coolants, battery acid. Used Spill Kits are to be disposed of in accordance with local or National guidelines.
- 9.10 Members of the MSA Technical Commission and the event Scrutineers will be Judges of Fact. The fact to be judged is the eligibility of a competing car.
- 9.11 Should the Judge or Judges find that a car is not eligible, or should a car or part thereof not be presented for Eligibility Examination as required, the Entrant and/or Driver and/or Co-driver concerned may incur any, or all, of the following penalties:
- Be excluded from the Championship results on that event
 - Forfeit all relevant class points gained to date in the 2016 SRC
 - Forfeit all relevant category points gained to date in the 2016 SRC
- 9.12 The Championship Stewards may waive the penalty/penalties imposed under Regulation 9.11 if the Judges rule that ineligibility is the result of an accident.
- 9.13 Competing vehicles may be subject to an eligibility check at any time.
- 9.14 The penalties stipulated in Regulation 9.11 may be increased following upon an MSA Disciplinary Tribunal.
- 9.15 It is the Driver and Co-driver and/or Entrant's responsibility to ensure that their vehicle complies with FIA Groups A and N Regulations and MSA Technical Regulations as appropriate.
- 9.16 The Driver and Co-driver and/or Entrant of any vehicle entered in classes for FIA Groups A and N cars must carry at all times, the Homologation Papers relevant to the car and may be required to produce these on demand. Non-compliance may incur penalties as per Regulation 9.11.
- 9.17 Post-event Eligibility Scrutineering may be carried out.



10. FUEL – SPECIFICATION & TESTING

- 10.1 The use of FIA specification fuel (FIA Appendix J, Article 252, Article 9) will be permitted for all competitors contesting the Championship (J5.13) subject to 10.3 below. Competitors may also use fuel that complies with the definition of pump fuel. *See Article 11 for further details of refuelling arrangements.*
- 10.2 All fuel injected cars must be equipped with the facility to enable a fuel sample to be taken as defined in J5.13.7 of the 2016 MSA Yearbook.
- 10.3 As part of the process of registering for the Scottish Rally Championship, all drivers competing in Fuel Injected, Turbo Charged cars must nominate the fuel (manufacturer and product name) which their vehicle is mapped to run.
- 10.4 Drivers can change this fuel at any point during the season, but they must notify the SRC at Championship signing on for the next event (by completing the relevant part of the signing on form).
- 10.5 Drivers may use only their nominated fuel during the course of any Scottish Rally Championship event.



11. FUEL – REFUELLING ON EVENTS

- 11.1 On each round of the Championship a refuelling zone will be established. There will be no refuelling permitted within any service area.
- 11.2 In Refuelling zones Vital Equipment will provide a professional refuelling service from Fuel Rigs. They will be supplying both a super unleaded pump fuel and an FIA specification competition fuel.

For further details please contact Alastair or Phil Roberts;

Tel: 01981 241169

Email: orders@vitalequipment.co.uk

- 11.3 Events may allow service & support crews to access refuelling zones to distribute fuel of their own supply. This will be subject to following safe operating practices to be published in event regulations. Events will advise if this facility is available in their regulations.



12. AWARDS

Major award winners (top 5 overall) who, on a second occasion in 2016, fail to attend an event prize giving without reasonable forewarning may, as a result of a Hearing called by the Management Committee specifically to take evidence and consider these facts, forfeit all Championship points for the relevant event.

Class and Category winners may forfeit any end of season prizes by non-attendance - without good reason and prior notification - at the annual presentation of awards evening.

OVERALL AWARDS

| | | |
|-------------------|----------|---|
| Drivers | 1st | Stuart Brown Memorial Trophy + Replica |
| | 2nd | James Fleming 2nd-to-none Trophy + Replica |
| | 3rd | Trophy + Replica |
| | 4th-10th | Perpetual Awards |
| Co-Drivers | 1st | Ross Finlay Rosebowl + Replica |
| | 2nd | Douglas Paterson Trophy + Replica |
| | 3rd | Trophy + Replica |
| | 4th-10th | Perpetual Awards |

SRC CHALLENGERS AWARDS

| | | |
|-------------------|---------|-------------------------|
| Drivers | 1st | Trophy + Replica |
| | 2nd | Trophy + Replica |
| | 3rd-5th | Perpetual Awards |
| Co-Drivers | 1st | Trophy + Replica |
| | 2nd | Trophy + Replica |
| | 3rd-5th | Perpetual Awards |

SCOTTISH 2WD CHAMPIONSHIP AWARDS

| | | |
|-------------------|---------|--------------------------------|
| Drivers | 1st | Weldex Trophy + Replica |
| | 2nd | Weldex Trophy + Replica |
| | 3rd | Weldex Trophy + Replica |
| | 4th-5th | Perpetual Awards |
| Co-Drivers | 1st | Weldex Trophy + Replica |
| | 2nd | Weldex Trophy + Replica |
| | 3rd | Weldex Trophy + Replica |
| | 4th-5th | Perpetual Awards |



GROUP N AWARDS

To the Highest Placed Driver in the final Overall Championship standings driving a car homologated in the relevant FIA group.

1st Group N **Dom Buckley Trophy + Replica**

To the Highest Placed Co-driver in the final Overall Championship standings co-driving a car currently homologated in the relevant FIA group.

1st Group N **Perpetual Award**

CLASS AWARDS

1st Driver & Co-driver in each class **Perpetual Awards**

2nd Driver & Co-driver in each class
(if more than 4 registered competitors) **Perpetual Awards**

3rd Driver & Co-driver in each class
(if more than 9 registered competitors) **Perpetual Awards**

SRC JUNIOR AWARDS

1st Junior Driver **Mintex Quaich + Replica
Alan Brown Award**

2nd Junior Driver **Perpetual Award**

1st Junior Co-driver **Hyndsafte Trophy + Replica**

HISTORIC AWARD

To the leading driver in class 6 **Saltire Historic Trophy + Replica**

LADIES AWARDS

1st Lady Driver/Co-driver **Perpetual Award**

FORMULA 2 AWARD

To the highest placed driver scoring most points in overall classification while using a 'Formula 2' car (*For the purposes of this Championship, a 'Formula 2' car is a currently Homologated, two wheel drive car of no more than 2000cc with no turbo-charger or supercharger*):

Ken Adamson Trophy + Replica



1400 AWARD

To the leading competitor driving a car with an engine capacity of 1400cc or less:

1st Driver/Co-driver

Redpath Tyres Trophy + Replica

1600 AWARD

To the highest placed Driver of an up to 1600cc car in the end of season overall classification:

Scott Adam Memorial Trophy + Replica

PEOPLES CHAMPION SHIELD

To the person or persons who have made an outstanding contribution to Scottish Motorsport (judged by the Management Committee).

LASSWADE SHIELD

To the team preparing the best-presented, privately entered car throughout the Championship (judged by the Championship Scrutineer).

CHAIRMAN'S CUP

To the organising team of the best event in the Championship (judged by the Management Committee and the registered competitors).

NICKY JACK MEMORIAL TROPHY

Presented in memory of Nicky Jack to the SRC-registered Junior Co-driver who has most impressed the organisers of and contributors to the SRC Junior programme.

Trophy + Replica

DOUGLAS WOOD 'PRESS ON AND PERSEVERE' MEMORIAL TROPHY

Presented in memory of Douglas Wood to the SRC-registered competitor who has consistently overcome adversity and battled against all the odds, as decided by the SRC Management Committee.

Trophy + Replica

IF IN DOUBT ... FLAT OUT AWARD

Presented in memory of Colin McRae to the driver who has shown the determination to succeed at all costs (judged by the Management Committee and the McRae family).

Trophy + Replica



- 12.1 Further year-end awards, which may be in the form of goods or services, may be presented at the discretion of the Championship. Such awards shall be notified by the publication of separate bulletins.
- 12.2 All awards presented annually remain property of SRC, and must be returned on request.



13. ADDITIONAL AWARDS.

13.1 SRC SUBARU CUP

Open to all Drivers and Co-drivers registered in the Championship competing in a car complying with the Cup regulations as per Appendix 2 of these Championship Regulations.

| | | |
|-------------------|-----|--|
| Drivers | 1st | John Pye Trophy, Perpetual Award, and a free entry to a round of the 2017 Scottish Rally Championship |
| | 2nd | Perpetual Award |
| | 3rd | Perpetual Award |
| Co-Drivers | 1st | Perpetual Award |
| | 2nd | Perpetual Award |
| | 3rd | Perpetual Award |

13.2 SRC 205 CUP

Open to all Drivers and Co-drivers registered in the Championship competing in a car complying with the Cup regulations as per Appendix 3 of these Championship Regulations.

| | | |
|-------------------|-----|---|
| Drivers | 1st | Saltire 205 Trophy, Perpetual Award, and a free entry to a round of the 2017 Scottish Rally Championship |
| | 2nd | Perpetual Award |
| | 3rd | Perpetual Award |
| Co-Drivers | 1st | Perpetual Award |
| | 2nd | Perpetual Award |
| | 3rd | Perpetual Award |

13.3 MITSUBISHI MOTORS SCOTTISH CUP

Open to all Drivers registered in the Championship driving a car manufactured by Mitsubishi Motor Company.

GpN MITSUBISHI MOTORS SCOTTISH CUP

Open to all Drivers registered in the Championship driving a car manufactured by Mitsubishi Motor Company currently homologated in the relevant FIA group.

Drivers to count their best 6 scores out of the 7 events towards their final points tally. Points will be allocated as follows: - **12, 10, 9, 8, 7, 6, 5, 4, 3, 2 and 1 point**

In the event of a tie this will be resolved as defined in Section 6 of the Championship Regulations.



13.4 MORRISON TRAILERS AWARD

Morrison Trailers decals must be displayed on both sides of the car on each event where the driver claims points for this award. Decals will be available from the championship signing on desk. Checks will be made on each event to ensure compliance.

All competitors' scores will count towards their final point's total. The scoring system will reflect achievement against other registered competitors in the same **championship classes** and the level of registered competition in the classes.

Points will be allocated as follows: **12, 10, 9, 8, 7, 6, 5, 4, 3, 2 and 1 point**

An additional point will be awarded for each Award contender beaten in the capacity classes (excluding non-finishers), up to a maximum of 3 points.

In the event of a tie this will be resolved as defined in Section 6 of these Regulations.

1st place: Morrison Trailers Award
Discount of £1000 off new Brian James trailer

Note that any competitor finishing in the top 5 positions overall will not be eligible for this award.



13.5 NORTHERN and SOUTHERN CHALLENGES

Open to all Drivers and Co-drivers registered in the Championship.

The following events will count towards the Northern Challenge

| | |
|---|--------------------|
| <i>Jurys Inn Arnold Clark Snowman Rally</i> | <i>20 February</i> |
| <i>McDonald & Munro Speyside Stages</i> | <i>23 April</i> |
| <i>RSAC Scottish Rally (Guest event)</i> | <i>25 June</i> |
| <i>Coltel Grampian Stages Rally</i> | <i>13 August</i> |

The following events will count towards the Southern Challenge:

| | |
|--|---------------------|
| <i>Brick & Steel Border Counties Rally</i> | <i>19 March</i> |
| <i>Jim Clark Reivers Rally</i> | <i>5 June</i> |
| <i>RSAC Scottish Rally</i> | <i>25 June</i> |
| <i>Galloway Hills Rally</i> | <i>10 September</i> |

A competitors best 3 scores will count towards their final Challenge point's total. The scoring system will reflect achievement against other registered competitors in the same **championship classes** and the level of registered competition in the classes.

Points will be allocated as follows: **12, 10, 9, 8, 7, 6, 5, 4, 3, 2 and 1 point**

The top 5 drivers and co-drivers in the overall results on each event will not be eligible to score points for that event in the Northern/Southern Challenge.

In the event of a tie this will be resolved as defined in Section 6 of these Regulations.

| | |
|---------------------------|---|
| 1 st Driver | Perpetual Award, and a free entry to a round of the 2017 Scottish Rally Championship |
| 1 st Co-driver | Perpetual Award |

13.6 Further awards for these additional series, which may be in the form of goods or services, may be presented at the discretion of the Championship. Such awards shall be notified by the publication of separate bulletins.



Appendix 1

SRC Rally First Technical Regulations



INTRODUCTION

SRC **Rally First** is open to any **2 wheel drive Production Car** with a **normally aspirated petrol engine**, or a diesel engine [which may be turbocharged], up to a maximum engine capacity of 1,600cc that is or has been available for public sale in the UK. Cars that were originally 4 wheel drive are only permitted if they are permanently modified to 2 wheel drive.

Cars that comply with the 2016 F1000 Forest Challenge & 2016 BTRDA **Rally First** Technical Regulations will be eligible subject to the completion of a SRC **Rally First** Vehicle Declaration Form.

All vehicles must comply with the MSA Regulations - [J] Vehicles, [K] Safety and [R] Special Stage Rallying.

DOCUMENTATION

In addition to the MSA Competition Car Log Book (CCLB) a SRC **Rally First** Vehicle Declaration Form (VDF) must be completed listing the make / model / age / specification / modifications of the car. This must be submitted to the SRC Co-ordinator or Championship Scrutineer before any points can be scored. Any subsequent changes to the vehicle must be recorded and the form re-submitted. SRC reserves the right to refuse any vehicle if it is considered unsuitable (see Appendix 1) or to grant appropriate waivers to disabled competitors.

VEHICLE REQUIREMENTS

1 General:

[1.1] **Except where specifically permitted in these regulations, and where necessary to comply with MSA competition vehicle regulations, the vehicle must be unmodified** and no component (including engine, engine management system and transmission parts) may be removed, physically modified or exchanged for a non-standard part. All parts should be standard and should be available or have been available in the UK for the model and year of the vehicle, as declared on the SRC **Rally First** Vehicle Declaration Form.

[1.2] Where these regulations specify the use of standard or original equipment parts, a competitor may use a Standard Pattern Part. Standard Part and Standard Pattern Part are as defined in MSA Yearbook (Section B)

[1.3] Parts may be repaired, but only using the procedures and processes specified in the vehicle manufacturer's workshop manual.

2 Body Shell:

[2.1] It is permitted to use a body shell or panels that were originally from a different designation of the same vehicle model; e.g it is permitted to use a shell or panels originally from a 1.0 Corsa C to build a 1.4 Corsa C.

[2.2] The body shell (including doors, bonnet, boot and tailgate) must retain the original manufacturer's material, minimum thickness, shape, structure, and outline. It is not permitted to lighten the vehicle shell by removing any structural parts. However the removal of surplus brackets is permitted.

[2.3] The body shell of the car may be strengthened including suspension mounting and roll cage areas. Plating, (which must follow the original body shape and be in contact with the standard part), stitch and seam welding, gussets, 'bolt on' and 'weld on' braces are all permitted.

[2.4] Strengthening rear suspension mounting points and turrets by the positioning of the roll-over safety bar backstays is permitted.

[2.5] The inner lips of wheel arches may be folded in to keep them away from the tyres.

[2.6] The fitting of any under body guards and protection is permitted.

[2.7] The route of brake and fuel pipes may be altered subject to compliance with MSA Yearbook regulations.



3 Exterior:

[3.1] Original equipment airfoils, spoilers, wings, wheel arch extensions and body style devices may be retained. A competitor must be able to show that any device fitted appears in the car manufacturer's UK accessory catalogue for that range of cars. It is not permitted to fit a device for one model range, to a car from a different model range or to a different make of car.

[3.2] Bonnet, boot lid/hatch fastenings are free. The bonnet and boot lid/hatch may have their normal locks disabled, but must be held positively closed by pins, clips or straps which are externally operable.

[3.3] In the interests of safety, doors should remain unlocked during competitive sections. Cars fitted with self-locking doors may be modified to permit this.

[3.4] All glass areas must remain and the replacement by other materials is not permitted except to comply with MSA Technical Regulations.

[3.5] Standard wing mirror pods must be retained but the choice of mirror in them is free.

[3.6] Detachable under body shields, engine compartment trays (but not heat shields) and wheel arch liners may be removed.

4 Interior:

[4.1] Rear seats (and the rear safety belts, so long as the rear seats are removed), floor coverings, roof linings, detachable boot compartment covers, sound deadening material, audio units (and their wiring if it is not an integral part of the original wiring loom) may be removed or replaced.

[4.2] Safety airbags may be disabled by the removal of their fuses or removed completely. If they are removed the hole created must be filled or covered.

[4.3] The steering wheel is free subject to compliance with MSA regulations.

[4.4] Electric window winding mechanisms may be replaced by the manufacturer's manual window winding mechanisms and vice versa, but the door windows must remain operable.

[4.5] Additional instruments and equipment are permitted, but the standard instruments for the car must be retained in their normal position and housings. The gear knob is free.

[4.6] Door trim must be retained and additional door padding may be added. However where safety door bars (part of the ROPS) impinge on the door trim then a suitable alternative door trim / door cards will be accepted.

5 Weight:

[5.1] The minimum weight will be 840kg or the FIA homologated weight if the vehicle is currently FIA homologated.

[5.2] The checking of vehicle weights will be as set out in FIA Appendix J.

6 Engine:

[6.1] The engine must be a standard production engine for that make and model of car including the complete induction and engine management system. Rotary engines are not permitted.

[6.2] Re-boring for the purposes of re-lining the engine block **to the original capacity** is allowed.

[6.3] Internal baffles may be fitted to the sump and the sump oil pick-up pipe may be modified.

[6.4] The standard exhaust manifold must be retained but the exhaust system beyond the manifold is free.

[6.5] Where the vehicle is required by law to be fitted with a catalytic converter then a functioning catalytic converter must be included in the exhaust system. The catalytic converter may be located anywhere in the exhaust system. Note the MSA Yearbook requirement that an exhaust catalytic converter must be fitted to all petrol engine cars manufactured after 31/12/1999.

[6.6] It is permitted to divert the Crankcase Breather to a separate catch tank but this must not allow any oil / waste products to leak. NB: Must comply with R48.2.9



7 Engine Ancillary Equipment:

- [7.1] Cosmetic detachable engine covers (but not heat shields) and bonnet sound proofing material may be removed.
- [7.2] Air filter(s) and associated trunking are free but must be fitted. All incoming air must go through a proprietary air filter, i.e. no by-pass systems. Open Ram Pipes are not permitted.
- [7.3] Oil coolers may be fitted or relocated.
- [7.4] The standard fuel pump or fuel filter may be relocated.
- [7.5] Additional engine restraining arms / steady bars may be fitted.
- [7.6] Stiffer engine mounting bushes may be fitted.
- [7.7] It is permitted to disable or disconnect the Exhaust Gas Recycling (ERG) Valve where fitted but it must not be removed.
- [7.8] It is permitted to disable or disconnect Cold Start equipment (secondary air injection) where fitted but it must not be removed
- [7.9] The ECU must be the standard part for the make and model of the car. This ECU may be adjusted to achieve optimum engine performance but the fitting of additional or 'piggy back' ECU's is not permitted. .

8 Transmission:

- [8.1] Standard gearboxes and differentials must be used with original gears and ratios. It is not permitted to substitute gear ratios / final drives from another model.
 - [8.2] Sequential gear change kits and non original straight cut gears are not permitted
 - [8.3] The standard gear change lever and mounting must be retained but the gear change linkage external to the gearbox is free.
 - [8.4] Stiffer gearbox mounting bushes may be fitted.
 - [8.5] The clutch cover and drive plate may be changed for an up-rated standard pattern part.
 - [8.6] **The use of limited-slip, locked, locking or torque-biasing differentials are not permitted.** If a car is fitted with such a differential it must be replaced or disabled. The method of disablement must be confirmed and approved by a SRC Scrutineer and listed on the VDF. Specifically an ATB differential is not permitted.
- A roller test on one of the driven wheels (carried out under the supervision of a SRC Scrutineer) may be used to test the presence of a limited slip differential. No car should be able to drive off a set of rollers.

9 Suspension:

- [9.1] The original manufacturer's suspension system must be maintained. Components can be exchanged or up-rated but must use the standard mounting points.
- [9.2] Mechanically adjustable shock absorbers are allowed but remote reservoir suspension is not permitted unless fitted as original equipment.
- [9.3] Springs, torsion bars and bump stops are free, but they must fit the standard mounting points. Spring spacers and adjustable height spring pans are permitted.
- [9.4] Anti-roll bars, if fitted as standard, are free.
- [9.5] Harder suspension bush material is permitted but non elastic bushes, rose joints or similar metallic joints are prohibited unless fitted as standard.
- [9.6] Suspension turret struts / braces are permitted.
- [9.7] Suspension strut top mountings with non-adjustable uniball joints are permitted.



10 Wheels:

[10.1] Wheels are free so long as the wheel/tyre combination fits in the standard wheel arch and comply with R.48.5.3

[10.2] Wheel trims (including air impellers or extractors) must be removed.

[10.3] All cars must be fitted with mud flaps in accordance with R.48.1.12.

[10.4] Wheel bolts may be replaced with studs and nuts of the same size and vice versa.

11 Tyres:

[11.1] Tyres are free but must comply with MSA Yearbook regulations and be legal for use on the public highway.

[11.2] Hand cutting or any other modification or the use of chemicals to alter the properties of the tyre is not permitted.

[11.3] Each car is limited to a maximum number of tyres per event which will be marked by the Championship Scrutineer at pre event Scrutineering.

On all round of the championship run predominantly on gravel (all events with the exception of the Jim Clark Reivers Rally) the maximum number of tyres allowed shall be 6. On the Jim Clark Reivers Rally the maximum number of tyres allowed shall be 8, allowing for change in weather.

12 Brakes:

[12.1] Brake pad and shoe lining materials are free.

[12.2] Brake hoses must be standard, standard pattern or of a higher specification.

[12.3] ABS if fitted may be disabled and / or removed.

[12.4] It is permitted to fit proprietary brake proportioning valves. If proprietary valves are fitted, it is then permitted to remove the standard brake proportioning valve.

[12.5] It is permitted to modify or replace the handbrake lever, in order to alter the length or angle of the lever and also to provide a 'fly-off' mechanism. A mechanical means of positively 'locking on' the handbrake must be retained which complies with 'Construction and Use Regulations'. A hydraulic handbrake is not permitted unless fitted as standard.

13 Electrics:

[13.1] The battery type and size is free. The location must be standard but additional securing straps may be fitted.

14 Fuel:

[14.1] The vehicle must use fuel that conforms to the MSA definition of Pump Fuel. (MSA Yearbook - Terminology)



COMPLIANCE

SRC Rally First officials may check compliance with these regulations by any means at any time. Any costs arising from compliance checks will be the responsibility of the competitor.

Competitors are requested to make provision for Scrutineers wire seals to be applied. Every engine/gearbox should have available predrilled 1/16" diameter holes in accessible locations to ensure they can be effectively sealed.

(a) Sump ⇒ cross drilled holes through retaining screws, bolts or studs

(b) Head ⇒ cross drilled holes through two adjoining head bolt / studs or rocker / cam cover bolts or studs.

(c) Gearbox ⇒ end plate bolts or screws or any gear access plate bolts or screws.

If no wire sealing holes are available for the Scrutineer, then it may be checked forthwith.

The Championship Scrutineer may seal or mark components and assemblies for conformity checking. Any seals or marks applied may only be removed with the Scrutineers written permission.

APPROVED PARTS AND MODIFICATIONS:

Requests may be made for the use of other parts or modifications if a standard part is demonstrably unreliable in competition conditions. The new part or modification may only be used on the basis of written permission from the *SRC Rally First* Co-ordinator. Permission will not be given if the new part or modification is anticipated to give a performance advantage. Please contact the SRC officials before undertaking a modification if you have any doubts.

APPENDIX 1

Cars that are not permitted within *SRC Rally First*:

1. Honda Civic DOHC 1.6Vti and derivatives using this engine such as the CRX and early Type R.

(If in doubt about any model please contact *SRC Rally First* Chief Scrutineer – williegreig@talktalk.net – 01337 831952)



Appendix 2

SRC Subaru Cup Technical Regulations



INTRODUCTION

The SRC Subaru Cup shall be for first generation **Subaru Impreza**, chassis codes **GC, GF** or **GM**. Cars must be built in compliance with these regulations and any additional bulletins that may be issued from time to time by the SRC Management Committee.

To ensure fair-play, four main areas of the car's performance will be controlled;

- The engine.
- The turbo
- The transmission.
- The brakes.

OUTLINE SPECIFICATION

1. Summary of eligible vehicles:

First Generation (1992 – 2000)

- 2 door coupe – GM chassis code
- 4 door saloon – GC chassis code
- 5 door Hatchback – GF chassis code

2. Standard Parts/Free Supply

2.1 The word "standard" as used within these regulations means :

"As original supply by Subaru for Impreza production cars."

Where standard parts are utilised the supply is Free (use any suitable supplier).

2.2 If a "standard" part is not a genuine Subaru replacement part then the following definition will apply:

"A part manufactured to the original equipment specification visually and mechanically identical to that produced by Subaru when the vehicle was manufactured. These parts can only be used as replacement parts if they don't cause an increase in the vehicle's performance."

It is the entrant's responsibility to be able to supply proof to this effect and to submit this proof on the request of *Championship* officials.

3. Free Parts

3.1 Free parts means to the specification of the individual competitor.

4. Eligible vehicles:

4.1 Subaru Impreza as per Article 1 of this Appendix with current MOT Certificate.
Cars must always conform to current MSA regulations.



TECHNICAL SPECIFICATION

5. Body shell

5.1 The term body shell includes bonnet, doors and boot for the purposes of these regulations. The standard Subaru Impreza body shell prepared in accordance with current MSA regulations. Seam welding, double skinning, gusseting or welded bracing is allowed.

Removal of material from the body shell is permitted provided it does not compromise the strength of the structure. The Dashboard must remain as fitted in the standard car

5.2 The following items can be removed from the body shell.
(All standard parts not on this list MUST remain).

- Rear Seats
- Carpets
- Headlining
- Internal A,B & C pillar trim
- Boot trim
- Centre Console
- All sound deadening material
- Front driving lamps

It is permitted to remove trim from the doors together with their side protection bars, but the parts removed must be replaced to FIA specification (alloy, carbon fibre or alloy honeycomb for door panels.)

5.3 The exterior of the car must remain standard Subaru Impreza except that a roof vent or scoop can be fitted.

5.4 Rearward visibility must be ensured by two external rear-view mirrors (one on the right and one on the left). These rear-view mirrors may be standard. Each rear-view mirror must have a reflecting surface of at least 90cm². Mirrors must be fitted at pre event scrutineering. An inside rear-view mirror is optional.

5.5 Vehicles must, at all times, comply with current MSA requirements. In addition;

5.5.1 **Sump and Tank Guard**

A suitable sump and tank guard must be fitted

5.5.2 **Seats**

It is strongly recommended that seat bars be welded into the car as mountings.

5.5.3 **Strut Brace**

A suitable strut brace may be fitted between the front suspension turrets.

5.5.4 **Fuel system**

The fuel tank, pump, filter and pressure regulator are free subject to complying with MSA regulations and being considered safe.

The fuel lines must run through the car using steel braided hoses or metal fuel pipes.



6. Engine

- 6.1 The engine must be a standard EJ20 unit as fitted to the **first generation** Subaru Impreza 2.0 models as listed in Article 1. The only internal modifications permitted are detailed in 6.2 below. This aside, only standard parts may be used in the repair or reconditioning of the engine. It is the onus of the competitor to be able to prove that any parts in question are standard. A maximum of 15 thousandth of one inch may be removed from the cylinder head.
- 6.2 Rods & pistons are free. The Crankshaft, bore & stroke must remain as standard.
- 6.3 Engines will require be sealed by the Eligibility Scrutineer before the first qualifying round on which the competitor wishes to score points. The entrant will be required to sign a certificate supplied by the Eligibility Scrutineer stating that the engine complies with these Regulations. **Any engine found without these seals during the season without written permission from the Eligibility Scrutineer will be deemed ineligible automatically and penalties applied. Engines can be resealed by request to, and at the discretion of, the Eligibility Scrutineer. A new certificate will have to be signed when an engine is resealed.** The SRC Management Committee reserve the right to instruct the competitor to take his car to an SRC Approved rolling road for a power check. This will be at the competitors expense.
- 6.4 Engine mounts are free.
- 6.5 Any standard turbo fitted to any variant of the **first generation** EJ20 engined Subaru Impreza as listed in Article 1 is permitted. Alternatively, the popular and widely available VF34 turbo fitted to some models of the second generation Impreza may also be used. The turbo **must** be fitted with a restrictor, maximum size to be 34mm.
- 6.6 The ECU is free and anti-lag is permitted.
- 6.7 The exhaust manifold must remain standard but the system is free.
- 6.8 The fitting of an oil cooler is permitted.
- 6.9 The standard sump can have additional baffles fitted.
- 6.10 Standard fuel injectors are only permitted.



7. Transmission

- 7.1 Any standard gearbox fitted to any variant of the EJ20 engined Subaru Impreza is permitted. No parts can be altered or machined in any way.
- 7.2 The 6 speed gearbox from the new age Impreza may be used on any model listed in Art 1. The gear ratios detailed below are the only ones permitted. No mixing of gear ratios is allowed.

5 Speed Gearbox

- 1st 3.454, 2nd 2.062, 3rd 1.448, 4th 1.088, 5th 0.825
- 1st 3.454, 2nd 2.333, 3rd 1.750, 4th 1.354, 5th 0.972
- 1st 3.166, 2nd 1.882, 3rd 1.296, 4th 0.972, 5th 0.738
- 1st 3.083, 2nd 2.062, 3rd 1.545, 4th 1.151, 5th 0.825
- 1st 3.454, 2nd 1.947, 3rd 1.366, 4th 0.972, 5th 0.738
- 1st 3.545, 2nd 2.111, 3rd 1.448, 4th 1.088, 5th 0.825
- 1st 3.454, 2nd 2.333, 3rd 1.750, 4th 1.354, 5th 0.871

6 Speed Gearbox

- 1st 3.636, 2nd 2.375, 3rd 1.761, 4th 1.346, 5th 1.062, 6th 0.842
- 1st 3.636, 2nd 2.375, 3rd 1.761, 4th 1.346, 5th 0.971, 6th 0.756

- 7.3 Any standard fit differentials are permitted along with DCCD. Any standard final drive is allowed.
- 7.4 **Clutch** friction material is free, but must retain the standard type pressure plate.
- 7.5 The gear linkage may be modified to incorporate rose joints.

8. Suspension

- 8.1 Suspension is free, provided the spring and damper configuration and all of the original mounting points are retained and used in the operation of the suspension.
- 8.2 Springs, platforms and top mounts are free.
- 8.3 Remote canister suspension systems may be used.
- 8.4 Suspension arms may be strengthened and adjustable arms are permitted.
- 8.4 Anti-roll bars and associated drop links may be fitted, disconnected or removed completely.
- 8.5 Track to measure – Front: 1,475mm Rear: 1,465mm



9. Brakes

- 9.1 **Front Brakes** – Any OEM Subaru branded brake systems are permitted –Brembo calipers as fitted to some models of Subaru Impreza from the factory are not permitted.
- 9.2 **Rear Brakes** – Any OEM Subaru branded brake systems are permitted –Brembo calipers as fitted to some models of Subaru Impreza from the factory are not permitted.
- 9.3 Friction material and supplier is free.
- 9.4 A limiting valve may be fitted to adjust the rear brake bias
- 9.5 Fitting of an adjustable pedal box is permitted.
- 9.6 ABS systems may be disabled/removed.
- 9.7 Handbrake method of operation is free.

10. Steering

- 10.1 Original Subaru Impreza Power Steering is permitted.
- 10.2 A quick rack can be fitted.

11. Electrical System

- 11.1 Battery is free and can be relocated inside the car in a suitable container.
- 11.2 Wiring looms are free.

12. Wheels & Tyres

- 12.1 Wheels are free. Wheel spacers are permitted. Competitors should note max track for the car is 1475mm front and 1465 mm rear. Wheel track is measured from the centre of the tyre to centre of tyre.
- 12.2 Tyres are free within MSA regulations.



13. Fuel

13.1 Only Pump Fuel as defined in Terminology – “Fuel” and “Pump Fuel” of the MSA Competitors Yearbook can be used. No power enhancing additives can be used. Fuel samples for testing may be taken at any time.

14. Minimum Weight

14.1 The minimum weight of cars is 1230kg

15. Points Scoring

15.1 Competitors must be SRC registered as per Article 3 of the Championship Regulations in order to score points in the SRC Subaru Cup.

15.2 In addition to displaying championship decals as per Article 8 of the Championship Regulations, cars must display an additional SRC Subaru Cup decal on each event. Details of this decal, including size & placement will be advised in a bulletin.

15.3 Points in the SRC Subaru Cup will be awarded to registered competitors on each event as follows:
25, 20, 19, 18, 17 and so on down to 1 point

15.4 In the event of a tie this will be resolved as defined in Section 6 of these Regulations.



Appendix 3

SRC 205 Cup Technical Regulations



INTRODUCTION

The SRC 205 Cup shall be for **Peugeot 205 GTi 1.6** based Rally Cars built to 1992 International Gp.N specification plus modifications permitted within these regulations and additional components referred to as 'controlled' or 'recommended parts' within these regulations or additional bulletins that may be issued from time to time by the SRC Management Committee.

To ensure fair-play, four main areas of the car's performance will be controlled;

- The engine, tuning, intake and exhaust manifolds.
- The gearbox and differential.
- The shock absorbers.
- The chassis build.

OUTLINE SPECIFICATION

1. Summary of Controlled Parts:

- 1992 spec GPN Peugeot 205 GTi 1.6 Engine, gearbox and final drive.
- Non-plate Limited Slip Differential. (Manufactured by Quaiffe)
- Shock absorbers and springs (Standard or Bilstein inserts)
- Brake Pads (Manufactured by Mintex)

2. Standard Parts/Free Supply

2.1 The word "standard" as used within these regulations means :

"As original supply by Peugeot for 205 GTi production 1.6 cars as detailed within the GPN papers."

Where standard parts are utilised the supply is Free (use any suitable supplier).

2.2 If a "standard" part is not a genuine Peugeot replacement part then the following definition will apply:

"A part manufactured to the original equipment specification visually and mechanically identical to that produced by Peugeot when the vehicle was manufactured. These parts can only be used as replacement parts if they don't cause an increase in the vehicle's performance."

It is the entrant's responsibility to be able to supply proof to this effect and to submit this proof on the request of *Championship* officials.

3. Free Parts

3.1 Free parts means to the specification of the individual competitor.

4. Eligible vehicles:

4.1 Peugeot 205 GTi 1.6 of any age with current MOT Certificate built to 1992 International GPN spec, plus the Championship permitted modifications and use of controlled and recommended parts. Cars must always conform to current MSA regulations.



TECHNICAL SPECIFICATION

5. Body shell

5.1 The term body shell includes bonnet, doors and boot for the purposes of these regulations. The standard Peugeot 205 body shell built to 1992 Peugeot 205 GTi 1.6 International GpN. Seam welding and double skinning are permitted but no gusseting or welded bracing is allowed other than to secure seat fixings. Removal of material from the body shell is not permitted. (Except to convert a sunroof into a steel based permanent fixture or to allow space for fixed seat bars) unless expressly approved by the Eligibility Scrutineer.

5.2 The following items can be removed from the body shell.
(All standard parts not on this list **MUST** remain).

- Rear Seat
- Carpets
- Headlining
- Internal A,B & C pillar trim
- Boot trim
- Centre Console
- All sound deadening material
- Front driving lamps

It is permitted to remove trim from the doors together with their side protection bars, but the parts removed must be replaced to FIA specification (alloy, carbon fibre or alloy honeycomb for door panels.)

5.3 The exterior of the car must remain standard Peugeot 205 GTi except for:
The external door strips on driver's and co-driver's doors can be removed.
A roof vent or scoop can be fitted.

Rearward visibility must be ensured by two external rear-view mirrors (one on the right and one on the left). These rear-view mirrors may be standard. Each rear-view mirror must have a reflecting surface of at least 90cm². Mirrors must be fitted at pre event scrutineering. An inside rear-view mirror is optional.

5.4 Vehicles must, at all times, comply with current MSA requirements. In addition;

- | | |
|----------------------------------|--|
| 5.4.1 Sump and Tank Guard | A suitable sump and tank guard must be fitted |
| 5.4.2 Seats | It is strongly recommended that seat bars be welded into the car as mountings. |
| 5.4.3 Strut Brace | A suitable strut brace must be fitted between the front suspension turrets. |
| 5.4.4 Fuel system | The fuel tank must remain standard, but the pump, filter and pressure regulator are free subject to complying with MSA regulations and being considered safe. The fuel lines must run through the car using steel braided hoses or metal fuel pipes. |



6. Engine

- 6.1 The engine must be a standard unit as fitted to the Peugeot 205 GTi 1.6. Only standard parts may be used in the repair or reconditioning of the engine. It is the onus of the competitor to be able to prove that all parts are standard. A maximum of 15 thousandth of one inch may be removed from the cylinder head.
- 6.2 Engines will require be sealed by the Eligibility Scrutineer before the first qualifying round on which the competitor wishes to score points. The entrant will be required to sign a certificate supplied by the Eligibility Scrutineer stating that the engine is standard as specified in these Regulations. **Any engine found without these seals during the season without written permission from the Eligibility Scrutineer will be deemed ineligible automatically and penalties applied. Engines can be resealed by request to, and at the discretion of, the Eligibility Scrutineer. A new certificate will have to be signed when an engine is resealed.** The SRC Management Committee reserve the right to instruct the competitor to take his car to an SRC Approved rolling road for a power check. This will be at the competitors expense.
- 6.3 Engine mounts are free.
- 6.4 The Injection system must remain standard in its entirety except for the air filter component after the airflow sensor and the pipe connecting the throttle body to the airflow sensor which is free. This is to facilitate the fitting of a K&N style air filter. The injection system ECU can have its rev limiter removed but must retain the same fuel mapping as that of a standard Peugeot 205 GTi 1.6. The SRC Eligibility Scrutineer will carry a standard ECU and may exchange and seal the ECU on any car with this unit for the duration of the rally. The original ECU will be returned at the end of the rally. Only standard Peugeot 205 GTi 1.6 or 1.9 injectors can be used.
- 6.5 The Ignition system must remain standard in its entirety as for Peugeot 205 GTi 1.6 or 1.9 item.
- 6.6 The exhaust manifold must remain standard but the system is free.
- 6.7 The fitting of an oil cooler is **NOT** permitted.
- 6.8 The standard sump can have additional baffles fitted.



7. Gearbox/Final Drive

7.1 The gearbox must be a standard Peugeot 205 GTi 1.6 item. No parts can be altered or machined in any way. The gear ratios detailed below are the only ones permitted. No mixing of gear ratios is allowed between Peugeot 205 GTi 1.6 or 1.9 or from any other gear box (such as Diesel, Mi16 etc). Allowed gear ratios are:

- 1.6GTi BE1 - 1st 43/13, 2nd 32/17, 3rd 34/25, 4th 31/29, 5th 32/37,
- 1.6GTi BE3 - 1st 39/12, 2nd 37/20, 3rd 34/25, 4th 31/29, 5th 32/37,
- 1.6GTi BE3 – 1st 38/13, 2nd 37/20, 3rd 34/25, 4th 31/29, 5th 32/37,

The later BE3 is recommended.

Final drive ratios of up to 4.93:1 are permitted.

7.2 A Quaiffe ATB non-plate Limited Slip Differential can be fitted.

7.3 **Clutch** friction material is free, but must retain the standard type pressure plate.

7.4 205 GTi 1.6, 205 GTi 1.9 or 309 GTi 1.9 (8 valve) driveshafts and hubs can be fitted.

7.5 The gear linkage can be modified to incorporate rose joints.

7.6 A second cooling fan can be fitted in the original Peugeot location.

8. Suspension

8.1 Damping is a **control item** and must be standard Peugeot or Bilstein. No fast road alternative or any other manufacturer's shock absorbers are allowed. The front inserts and rear shock absorbers must be manufactured by Bilstein or Peugeot.

8.2 The front springs, platforms and top mounts are free.

8.3 205 GTi or 309 GTi Front wishbones can be used. Front wishbones can be modified to incorporate rosejoints which may be adjustable.

8.4 The front anti-roll bar and associated drop links may be fitted, disconnected or removed completely.

8.5 Rear axle must be a standard 205 GTi (1.6 or 1.9) rear beam fitted with 19mm diameter torsion bars. Rear torsion bars may be adjusted for ride height. The rear anti-roll bar is free and may be fitted, disconnected or removed completely.

8.6 Ride height must always be above the 205 1.6 GPN minimum, Front 332mm, Rear 321mm measured vertically from the wheel centre to the bottom of the plastic wheel arch trim with no people or fuel on board.



9. Brakes

- 9.1 Cars must be fitted with either a 205 GTi 1.6 or 205GTi 1.9 standard brake master cylinder.
- 9.2 **Front Brakes** – Cars must be fitted with either 205 GTi 1.6 or 205 GTi 1.9 standard brake calipers and discs.
- 9.3 **Rear Brakes** – Cars must be fitted with either 205 GTi 1.6 standard brake drums and shoes or 205 GTi 1.9 standard brake calipers and discs.
- 9.4 Supplier of friction material is free. Carbon metallic pads are not allowed.
- 9.5 A limiting valve may be fitted to adjust the rear brake bias but any form of adjustable pedal box is not allowed.
- 9.6 Brake servo must remain in its standard position but assistance can be disabled if required.
- 9.7 Handbrake can be modified to a fly off type and hydraulic but the original linkage must remain and operate as a standard Peugeot 205 GTi.

10. Steering

- 10.1 Original Peugeot Hydraulic Power Steering is permitted.
- 10.2 A quick rack can be fitted.

11. Electrical System

- 11.1 Battery is free and can be relocated inside the car in a suitable container.
- 11.2 Wiring looms are free.

12. Wheels & Tyres

- 12.1 Wheels are free but must be a max 6 inch wide x 14 inch diameter. Wheel spacers are not permitted. Competitors should note max track for the car is 1380mm front and 1340 mm rear. Wheel track is measured from the centre of the tyre to centre of tyre.
- 12.2 Tyres are free within MSA regulations.

13. Fuel

- 13.1 Only Pump Fuel as defined in Terminology – “Fuel” and “Pump Fuel” of the MSA Competitors Yearbook can be used. No power enhancing additives can be used. Fuel samples for testing may be taken at any time.



14. Points Scoring

- 14.1 Competitors must be SRC registered as per Article 3 of the Championship Regulations in order to score points in the SRC 205 Cup.
- 14.2 In addition to displaying championship decals as per Article 8 of the Championship Regulations, cars must display an additional SRC 205 Cup decal on each event. Details of this decal, including size & placement will be advised in a bulletin.
- 14.3 Points in the SRC 205 Cup will be awarded to registered competitors on each event as follows:
25, 20, 19, 18, 17 and so on down to 1 point
- 14.4 In the event of a tie this will be resolved as defined in Section 6 of these Regulations.