

15.3.2010

AJEC AWD ACADEMY SALOON CAR CUP REGULATIONS

INTRODUCTION

This is what saloon car racing should be about. Take a road going AWD car, add a set of technical regulations allowing enough modification to make racing safe, fast and competitive without going overboard on the cost. The ultimate performance is limited in Class B by a compulsory minimum weight limit of 1200kg (NO weight or power restrictions in Class A) without driver and a power limit of 400 bhp at the flywheel and by only using OEM modifications these are ultimately drivers cars and can be prepared and run for a season on a relatively small budget. We aim to bring this academy series into the public eye as much as modern technology allows, including appearances on Sky Sports and Motors TV. With a huge range of amateur and experienced drivers ranging between 19 and 70 years old and a very level playing field of exciting cars this promises to produce some of the best saloon racing of all time, particularly in the typical English wet weather! With a comparatively simple regulations structure there is an abundance of eligible cars for which Ajec can provide a hugely discounted conversion package if required; this includes a bolt in Custom Cages MSA approved cage, an AP uprated brake package, 50% off OEM ECU upgrade (only available to competitors), OEM Perspex window package, AST coil-overs, CUSCO strut and engine braces, seat and harness package, RAYS wheels. Available for Audi A4 and A3, BMW 3 series IX, Mitsubishi Evolution I-X, Subaru Impreza, Lancia Integrale, Nissan Skyline R32, R33, R34 and Sunny GTi-R. Please inquire to gh@ajecracing.co.uk. Available from £3850 + VAT.

GROUP A - Any AWD vehicle MSA approved.

GROUP B - Any production AWD vehicle subject to AAA Saloon regulations.

STATISTICS

This package enables the competitor to simply convert their road car into a competitive race car, allowing the option of driving both to and from the circuit and even to work during the week. It is then possible to return their car to standard at the end of the season in 4-5 hours.



1. SPORTING REGULATIONS – GENERAL

.1 TITLE AND JURISDICTION

The 2010 AAA Saloon Cup is organised and administered by The Castle Combe Racing Club Ltd. in accordance with the General Regulations the Royal Automobile Club Motor Sports Association (Incorporating the provisions of the International Sporting Code of the FIA) and these Cup Regulations. Commercial rights of the Cup are owned by Ajec Group Ltd.

Race Status- National B

1.2 OFFICIALS

1.2.1 Co-ordinator & PR – Simon Cooke. Contact: 01452 612760/07788 596 667

Administration- Steve Burns at Castle Combe Circuit

Assistant Co-ordinator- Julian Lockwood

Address: Ajec Racing Ltd, Unit 3 Vernon Court, Meteor Business Park, Staverton, GL2 9QL.

Web: www.aaasaloons.com

Email: sc@aaasaloons.com

1.2.2 ELIGIBILITY SCRUTINEER

Tony Bishop

Lodge Hill Farm

Chapmanslade

Westbury, Wiltshire, BA13 4AR

Tel. 01373 832259

1.2.3 CLERK OF THE COURSE

Steve Burns

1.3 COMPETITOR ELIGIBILITY

1.3.1 Entrants must be in possession of a valid current MSA Entrants Licence, where applicable.

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

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

1.3.4 Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout qualifying and racing. Drivers whose best lap time exceeds by more than 10% that of the third fastest car within its class (assuming similar weather conditions) may be excluded at the discretion of the Clerk of the Course (MSA Regulation Q.4.5.3).



1.4 REGISTRATION

1.4.1 All drivers must register as competitors for the Cup by returning the Registration Form to the Cup Co-ordinator prior to the Final Closing date for the first round being entered

1.4.2 Registration will be accepted from 29/09/09 until the Final Closing date of the last scheduled round.

1.4.3 Upon registration permanent competition numbers for the cup will be issued.

1.4.4 Acceptance or rejection of registration is entirely at the discretion of the organisers and promoters.

1.5 CUP ROUNDS

1.5.1 The Ajec All Wheel Drive Academy Cup will include 10 Races (5 double headers), as follows;

Date:	Circuit:	Organising Club:
5th April	Castle Combe	CCRC
8th May	Silverstone	CCRC/BARC
5th/6th June	Brands Hatch	CCRC/BARC
24th July	Oulton Park	CCRC/MSVR
30th August	Castle Combe	CCRC

1.6 SCORING

The AAA Saloon Car Cup is a series of individual races, with no accumulative scoring.

1.7 PRIZES

1.7.1 £5000 worth of prize money are to be provided by the Ajec Group Ltd. £250 worth of prizes for each class per race. £125 for the winner, £75 for second, £50 for third

1.7.2 PER ROUND

Trophies to 1st, 2nd and 3rd in every class subject to number of starters which is as follows-

1st place only if less than 4 starters

2nd place if 4 starters

3rd place if 6 or more starters.

1.7.3 None

1.7.4 BONUSES

The organisers/sponsors/promoters reserve the right to provide additional awards for and during the Series.

1.7.5 PRESENTATIONS

Garlands and trophies will be presented to Class Winners at the end of every race. Other trophies will be presented on race day. Prize money will be posted to entrants within 10 days of the results of every round being declared final.

1.7.6 ENTERTAINMENT TAX LIABILITY

In accordance with the current Government Legislation, the organisers of every round are legally obliged to withhold tax at the current basic rate on all payments to non UK resident sportsmen/sportswomen. That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Isles or Eire. This means that the Organisers of every round are required to deduct tax at the relevant rate, from such payments they make to non UK residents. Under certain circumstances, it is possible for competitors to enter into an agreement with the Inland revenue to limit tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before their payment is due. For further information, contact The Inland Revenue Foreign Entertainers Unit, Centre for Non residents, St John's House, Merton Road, Merseyside, L69 9BB. Telephone- 0151 472 6488. Fax- 0151 472 6484.

2. SPORTING REGULATIONS - JUDICIAL PROCEDURES

2.1 ROUNDS

In accordance with Section C of the current MSA Yearbook

2.2 CUP

In accordance with Section C of the current MSA Yearbook.

3. SPORTING REGULATIONS - CUP RACE MEETINGS AND RACE PROCEDURES

3.1 ENTRIES

3.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry closing date, which shall be 14 days before every round.

3.1.2 Incorrect or incomplete entries(including driver to be nominated entries) are to be held in abeyance until they are complete and correct. The date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Meeting receives the missing or correct information fee.

3.1.3 Any withdrawal of Entry or Driver/Car changes made after the acceptance of any entry must be notified to the Secretary of the Meeting in writing. If Driver/vehicle changes are made after publication of Entry Lists with Final Instructions the competitor concerned must apply for approval of acceptance by the stewards of the meeting before signing on.

3.1.4 The maximum entry fee for every round shall be as stipulated in the Supplementary regulations plus any late entry surcharge imposed by the club.

3.1.5 In the event of any rounds being oversubscribed the Organising Clubs in liaison with the co-ordinator /organiser may at their discretion run Qualified Races. For Qualification Race procedure see

3.13 of these regulations

3.1.6 Reserves are to be nominated on the final list of entries published with Final Instructions or Amendment Sheet Bulletins. All reserves will practice and replace withdrawn or retired entries Reserve Number order irrespective of class. If Reserves are given Grid Places prior to issue of the first Grid Sheets for any round the times set in Practice shall determine their grid positions. If Reserves are given places after publication of the grid sheet and prior to cars being collected in the Official "Assembly Areas" they will be placed at the rear of the Grid and be started without any time delay. Otherwise, they will be held in the Pit lane and be released to start the race after the last car to start the GREEN FLAG LAP or last car to take the start has passed the start line or pit lane exit, whichever is later. Such approval to start MUST be obtained from the Clerk of the Course.

3.2 BRIEFINGS

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

3.3 PRACTICE

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

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

3.3.3 Should the need arise to stop any practice RED LIGHTS will be switched on at the start line and RED FLAGS will be displayed at the start line and at the other Marshal Signalling Points around the circuit. This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and return to the pit lane unless directed by officials not to do so.

3.4 QUALIFICATION

Each driver should complete a minimum of 3 laps practice in the car to be raced and in the correct session in order to qualify for selection and order of precedence as set out in the MSA regulations Q.4.5. Starting positions for the first race during each event will be determined by practice times (MSA Regulation Q.12.9.2). Starting positions for the second race during each event will be determined by the finishing positions in the first race, with any non-finishers and non-starters permitted to start from the back in reverse order of retirement. At one of the series events the grid for the second race will be reversed. This will be notified to competitors following the first race at the selected event. The Clerk of the Course and or Stewards of the meeting shall have the right to exclude any driver whose practice times or racing are considered unsatisfactory as per MSA Regulation Q.4.5.

3.5 RACES

3.5.1 The standard minimum scheduled distance shall be 12 miles whenever practicable but should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the meeting it shall still count.



3.6 STARTS

3.6.1 All race start countdowns are to have a minimum elapsed period of 3 minutes from the time all cars are released to form up the grid to the start of the Green Flag lap(s)/ Rolling lap(s) in the formation as specified on the Track licence for the Circuit.

3.6.2 ROLLING STARTS

The minimum countdown procedures/audible warning sequence shall be:

Rolling Starts: 2 X 2 Grid formation

1 minute to start of Rolling Lap- Start Engines/Clear Grid.

30 seconds- Visible and audible warnings for the start of the Rolling Lap.

3.6.3 Towards the end of the Rolling Lap(s) the pace car will leave the circuit after extinguishing its roof lights indicating a start is imminent. The grid will continue at a similar speed on the approach to the start line. All cars will start racing when the red start light(s) are extinguished. In the event that the starting light(s) fail the Starter will revert to using the National Flag.

3.6.4 Any cars removed from the grid after the 1-minute stage or driven into the pits on the rolling lap shall be held in the pit lane. They may start the race after the last car to take the start from the grid as passed the start line or pit lane exit, whichever is later.

3.6.5 Any drivers unable to start the rolling lap or start are required to indicate their situation as per MSA Regulation section {Q.12.13.2}. Any drivers unable to maintain grid positions on the rolling lap to the extent that all other cars are ahead of them may complete the rolling lap. They must remain at the rear of the last row of the grid but ahead of any cards to be started with a time delay.

3.6.6 Aborted Start- If the start is aborted prior to the pace car pulling off, the pace car will not extinguish his roof lights and will continue to lead the field around the circuit for an additional lap and a new start will be attempted. The race will not start until the pace car pulls off the circuit, the signal to start will not be given, and the start lights may remain at red. When the signal is given, all cars should exercise extreme caution and return slowly round the circuit maintaining their original grid positions stopping on the grid. The race start countdown procedure will then be repeated from the one-minute countdown point. At the discretion of the Clerk of the Course, the race distance may be reduced accordingly.

3.7 RACE STOPS

3.7.1 Should the need arise to stop any race, RED LIGHTS will be switched on at the Start Line and RED FLAGS will be displayed at the start line and at the Marshals Signalling Points around the circuit.

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the starting grid, which will automatically become a Parc Ferme area. Cars may not enter the Pits unless directed to do so. Work on cars already in the Pits must cease when a race is stopped.



3.7.2 Case A- less than two laps completed by the race leader. The Race will be null and void. The race will restart from the original grid positions. Competitors unable to take the restart may be replaced by reserves who will start at the back of the grid in reserve order. Gaps on the grid should not be closed up. The length of the restarted race will be determined by the Clerk of the Course.

3.7.3 Case B- More than two laps completed by the race leader but less than 75%. The Race will restart from the grid set out in the finishing order of part one (as per Q.5.4.2). The result of the race will be the finishing order at the end of part 2. The length of the restarted race will be determined by the Clerk of the Course.

3.7.4 If the leader has completed more than 75% of the race distance or duration, it shall not be restarted and the results will be declared in accordance with MSA Regulation Q.5.4.3, unless the Clerk of the Course, in consultation with the Stewards deem it appropriate to restart the race.

3.8 RESCRUTINY

All vehicles reported involved in contact incidents during races or practice must be represented to the Scrutineers before continuing in the races or practice.

3.9 PITS AND PIT LANE SAFETY

3.9.1 PITS: Entrants must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.

3.9.2 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 due care and drive at minimum speeds in pit lanes.

3.9.3 REFUELLING: May only be carried out in accordance with MSA Regulations Q.13.1.1 to Q.13.1.4, Circuit Management Regulations and SR's or Final Instructions issued for each Meeting.

3.10 RACE FINISHES

After taking the Chequered Flag drivers are required to; Progressively and safely slow down, remain behind any competitors ahead of them, return to the Pit Lane Entrance as instructed, comply with any directions given by marshals or officials and to keep the helmets on and harnesses done up while on the circuit or pit lane.

3.11 RESULTS

All Practice Timesheets, Grids and Race Results are deemed PROVISIONAL until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures.



3.12 TIMING MODULES

3.12.1 All Competitors will be required to fit Electronic Self Identification Modules in their cars for the purposes of accurate timing. Holders for these and detailed fitting instructions will be issued with the transponders and it will be the responsibility of the competitor to fit these in the car in the position and manner specified. The Modules must be in place and functioning correctly for all Cup qualifying sessions and races. The setting and servicing of these items must only be carried out by properly

authorised MSA licensed Timekeepers. Competitors will be charged by the timing company for replacement of the Modules due to misuse or loss at any time during the season.

3.12.2 Competitors may not place electronic timing equipment within five metres of the official timing lines at any event or test session/day. Any such equipment placed within these zones will be removed.

3.13 QUALIFICATION RACES

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

3.14 OPERATION OF SAFETY CAR

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

4 CUP RACE PENALTIES

4.1 INFRINGEMENTS OF TECHNICAL REGULATIONS

4.1.1 Arising from post practice Scrutineering or Judicial Action. Minimum Penalty: The provisions of MSA Regulation C.3.3.

4.1.2 Arising from post race Scrutineering or Judicial Action. Minimum Penalty: The provisions of MSA Regulations C.3.5.1(a) and (b) For infringement deemed to be of a more serious nature the Clerk of the Course and/or Stewards of the Meeting are to evoke the provisions of Regulation C.3.5.1(c).

4.2 INFRINGEMENTS OF NON TECHNICAL MSA SPORTING REGULATIONS ISSUED FOR THE CUP

4.2.1 As per current MSA Judicial Procedure Regulations

5 TECHNICAL REGULATIONS

5.1.1 INTRODUCTION

5.1.2 The following technical Regulations are set out in accordance with the MSA specified format and it should be clearly understood that if the following texts do not clearly specify that you can do it you



should work on the principle that you cannot. Any technical query must be lodged with the Cup Coordinator in writing. All queries will be answered in writing.

5.1.3 The onus is on the Entrant to provide documentation, acceptable to the Organisers, to support the compliance of any part of the vehicle with these regulations

5.1.4 The Organisers reserve the right to exclude any vehicle which in their opinion does not comply with the spirit of the Regulation.

5.1.5 Where a vehicle is deemed, by the Organisers to have an advantage over the rest of the vehicles in its class it may be required to carry extra weight. A review of weights will be carried out on the 1st June and 1st August. Competitors will be given notice of any increased weight at least seven days before the next round. Any ballast must be fitted in accordance with the current MSA Yearbook regulation J.5.15 and mounted in the floor area where the front passenger seat would normally be.

5.1.6 All vehicles must comply with MSA Regulations J, Q (Technical) and K as relevant and as clarified in writing by the Organisers.

5.2 GENERAL DESCRIPTION

5.2.1 The Ajec AWD Academy Cup is for competitors driving Saloons Cars and Coupes listed in Appendix 6.3 (which may be added in writing at any time by the Organisers) which are prepared and raced in compliance with these regulations and segregated into two groups-

GROUP A- Unlimited All Wheel Drive Cars

GROUP B- Production All Wheel Drive Cars

5.2.2 EXAMINATION OF VEHICLES

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

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



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

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

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

5.3 SAFETY REQUIREMENTS

5.3.1 MSA Regulation K Safety Regulations as relevant and as clarified below.

5.3.2 Roll Cage- A roll cage to K Appendix 2 (Drawing No 3) with addition of a diagonal brace (Upper mounting of the diagonal to be on the drivers side of the cage) (Drawing 5 or

6) the minimum mandatory required. Fitting of a door bar on the driver's side of the vehicle is mandatory. Lateral bars across the A and B hoops (Drawing 9) are strongly recommended.

5.3.3 Seat Belts- Seat belts to a minimum requirement are mandatory for the driver. GROUP A: 6-point harness. GROUP B: 4-point harness

5.3.4 Fire Extinguisher- A Fire Extinguisher to K Appendix 1, Table 3 reference 3.1.2(a) and Q.19.14.7 is mandatory. The extinguisher must be secured to the floor of the vehicle by both the manufacturers bracket and an additional over centre clip. It is strongly recommended that at least a 2.25 lts plumbed in system is fitted with external and internal triggering.

5.3.5 Battery- The fitting of an External Circuit Breaker in compliance with K.8 is normally mandatory. The circuit breaker must also be operable by the driver whilst seated normally.

5.3.6 Towing Eyes- The fitting of towing eyes front and rear to Q.19.1.3 is mandatory.

5.3.7 Electrical Systems- It is strongly recommended that any central locking system is isolated during competition use.

5.3.8 The use of a fully trimmed or FIA approved racing seat is recommended.

5.4 GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS

The prescriptions of MSA Regulations J Technical as well as Q Technical Regulations apply except as modified by the following regulations. Unless specifically authorised in these regulations, the use, substitution of, and/or, addition of any parts, or materials, is prohibited. Welding or repair materials may be added, manufacturers or other approved replacement parts may be fitted for the sole purpose of restoring the vehicle to the manufacturers standard specification or to comply with the safety requirements of these Regulations.



5.5 CHASSIS/ BODYSHELL

5.5.1 Please refer to MSA Regulation B “Bodyshell”. Minimum ground clearance of 40mm with the driver aboard in the normal seated position. See MSA Regulation J.5.20.11.

5.5.2 GROUP A- Unlimited

GROUP B – No modifications are permitted with the exception of seam welding and additional strengthening locally at roll cage mountings.

5.5.3 Sunroofs where fitted must be removed and/or comply with Q.19.14.6.

5.6 BODYWORK/BODYSHELL

5.6.1.1 BODYSHELL- GROUP A- Unlimited. GROUP B- Metal bodywork and panels can be replaced with alternative materials. A front upper strut tie car may be fitted. A brace may be fitted between the front lower wishbone mounts, but it must not be adjustable in length to facilitate camber change. A strut brace may be fitted between the rear shock absorber mountings in the boot area or the interior of the car. Strengthening sections on boot, bonnet and doors only may be removed.

5.6.1.2 The windscreen must be laminated glass or polycarbonate. Side and rear glass may be replaced with Perspex minimum thickness 4mm. The windscreen and both driver and passenger side windows must remain clear. Where manufacturer produces a windscreen or side window with a top tint or slight tint, the window must pass 75% of the available light (this is to be checked with a suitable light meter). The above does not affect the sponsors logo or sun strip.

5.6.1.3 The wheel arches may be extended by fitting wheel arch extensions of alternative material.

5.6.1.4 INTERIOR- All interior trim may be removed, including the heater or air conditioning system. The original dashboard may be retained or replaced with one of alternative material. Additional instruments may be fitted. Instruments in the binnacle are free. If the inner door trims are removed they must be neatly replaced with aluminium, Kevlar or similar material panel.

5.6.1.5 The drivers door window must remain operable by the driver when seated in the normal driving position.

5.7 ENGINE

5.7.1.1 ENGINE- GROUP A- Free. GROUP B - The cylinder block and cylinder head must be the same as originally fitted to that make and model (subject to approval), and located as such. Increased engine stroke not permitted.

5.7.1.2 GROUP A- Forced induction is permitted without restriction. GROUP B - Forced induction is only permitted on engines of the make and model of cars, which were fitted as standard. An intercooler may be fitted within the overall periphery of the bodywork.



5.7.1.3 By entering the Cup it is agreed that access to the mapping data stored on the ECU will be made available to the Eligibility Scrutineer on request. For GROUP B Turbo charged vehicles are only permitted to use standard OEM turbo chargers (**no hybrids**). Pre – 1995 cars are allowed to fit stock frame hybrid turbo.

5.7.2 FUEL SYSTEMS- Free. Fuel injection may be replaced by carburettor(s) and vice versa.

5.7.3 IGNITION & ENGINE MANAGEMENT SYSTEMS- Free.

5.7.4.1 OIL LUBRICATION SYSTEMS- Are free. An oil cooler may be fitted within the overall periphery of the bodywork.

5.7.4.2 GROUP A – The cooling system and the water pump are free. GROUP B – The cooling system and the water pump must be originally fitted by the manufacturer. Additional water pumps are permitted. The cooling fan and radiator are free.

5.7.4.3 The exhaust manifold and system are free.

5.7.4.4 The maximum output of the engine will be limited to 400bhp, measured at the flywheel the method of checking will be to submit the car to a rolling road test and the BHP will be established by calculation. All cars will be subject to random testing.

5.8 SUSPENSIONS See 5.12

5.9 TRANSMISSIONS

GROUP A- Free

GROUP B- Must comply with 5.9.1 to 5.9.3 as detailed below;

5.9.1 The original casings of the gearbox and final drive must be retained in their original locations.

5.9.2 The internals of the gearbox and final drive are free but no more than the original number of gear ratios is permitted. A limited slip or torque-biasing differential may be fitted. Any other form of mechanical, electrical, or hydraulic traction control is permitted only if supplied as an original fitment or option to that model.

5.9.3 Reverse gear must be retained as one of the gear ratios and must be operable by the normally seated driver. The fitting and or use of a semi-automatic, self changing and or sequential selection gear box is not permitted unless a factory or OE fitment.

5.10 ELECTRICS

5.10.1 The exterior lighting system must be complete and in full working order, however auxiliary lighting may be removed, e.g. Front fog lights. Rear fog or rain light must be fitted and working K.5.1 to K.5.2.

5.10.2 The battery may be relocated but must be suitable enclosed and secured.



5.10.3 Windscreen wiper(s) must be fitted and operate as a complete system. Single wiper systems are allowed.

5.10.4 Charging systems must be fitted in their original location and functioning.

5.11 BRAKES

5.11.1 Free. Ducting for the purpose of cooling brakes is permitted beneath the car, but no holes to be cut into the bodywork of the car, with exception of 5.5.2

5.11.2 Carbon fibre or Carbon Metallic brake discs are not permitted, see MSA Regulation J.5.6.2. ABS is permitted if fitted as original equipment or option on that car.

5.11.3 Foot pedals including clutch, brake and throttle are free.

5.12 SUSPENSION/ STEERING

GROUP A- Free

GROUP B- Must comply with 5.12.1 to 5.12.10 as detailed below;

5.12.1 Substitution of the shock absorbers/coil springs/torsion bars by up rated versions is permitted. McPherson strut mountings make and type are free but must locate to the original mountings. At the top mounting, the strut centre must be within a radius of 25mm of its original locations.

5.12.2 The fitting of remote damper reservoirs is not permitted

5.12.3 To achieve a change in camber/castor the lower inner mounting points of the suspension track control arm or lower wishbone may be repositioned by a maximum of 13mm. Alternatively the track control arm, upper or lower wishbone (but not both) may be lengthened or shortened by a maximum of 13mm. It is not permitted to cut and weld or modify in any way (other than the above) the sub frame, axle, or trailing arm mounting to achieve camber changes. Rear shock absorber upper mountings may be reinforced within the limits of the bodywork but the upper shock absorber mounting must remain within 25mm of its original position.

5.12.4 The fitting of an additional or up rated front and or rear anti-roll bar is permitted but no part of the roll bar or its mountings or linkage may protrude into the engine bay, boot, or interior of the car.

5.12.5 Up rated or poly type replacement bushes may be fitted. Replacement of any steering or suspension joint by a rod end or spherical type joint is permitted. Only when fitted as standard by the manufacturer on that model would spherical type bearings be permitted.

5.12.6 One-piece wheel spacers up to a maximum 25mm may be fitted.

5.12.7 The wheelbase and track must remain as standard except for the effects of the permitted adjustments in camber/castor and the permitted wheel spacers as detailed in 5.12.3 and 5.12.6.



5.12.8 The steering rack/box must remain original and in original location. The internals of the steering gear are free. Fitted power steering systems are free. The steering column and any safety features such as collapsible sections must remain as standard and be located by suitable fittings.

5.12.9 Electronic body roll and yaw control can only be used if it is a factory fitted option for that make and model of car.

5.12.10 STEERING- The steering wheel is free, be aware if fitting a quick release system and or any extension that it is fit for the purpose J.5.7.

5.13 WHEELS AND TYRES

5.13.1 The wheel and tyre combination must be covered by the bodywork of the vehicle so as to comply with MSA Regulation J.5.20.7.

5.13.2 GROUP A- Wheel type is free. GROUP B- Wheel type is free but must utilise the original type of attachment to the hub. (No single nut centre fixing unless fitted as standard).

5.13.3 GROUP A: Tyres are Free Group B: Toyo R888 / R1R

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

5.14 WEIGHT

5.14.1 Minimum weight without driver must not be less than 1200kg at the finish of the race.

5.15 FUEL TANK/FUEL

5.15.1 The fuel tank capacity, location and type is free provided that the requirements of the MSA Regulation Q.19.1.1 are complied with. Only Pump Fuel (petrol, LPG or diesel) as defined by the MSA Regulation B "Pump Fuel" may be used.

5.16 SILENCING

5.16.1 Vehicles must be silenced to the requirements of the MSA Regulation J.5.17 Appendix 1 Chart

5.18 Section 'A' (105dBA at ¼ rpm at 0.5m)

5.17 NUMBERS AND CUP DECALS

5.17.1 All cars must be identified by MSA J.4 specification numbers displayed in positions acceptable to the Timekeepers. Numbers must be located on both sides and forward facing.

5.17.2 The Organisers and sponsors decals must be displayed in an unobscured position on both sides of the car to qualify for prizes.

5.17.3 The Organisers and sponsors decals will be provided by the Cup Organisers, whereas Entrants are responsible for supplying numbers and backgrounds.



6 APPENDICES

The following Commercial Undertakings are not subject to the judicial Procedures of either the Cup Organisers and/or the MSA/MSA.

6.1 RACE ORGANISING CLUB AND CONTACTS

Ajec Group Ltd
Unit 3 Vernon Court
Meteor Business Park
Staverton
GL2 9QL

Contact: Simon Cooke
Tel. 01452 612760 / 07788 596667
Web: www.aaasaloons.com
Email: sc@aaasaloons.com

Castle Combe Racing Club
Castle Combe Circuit
Chippenham
Wiltshire
SN14 7EY

Contact: Steve Burns
Tel. 01249 782417
Email: club@castlecombecircuit.co.uk

6.2 COMMERCIAL UNDERTAINGS

6.2.1 VEHICLE PRESENTATION

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

6.2.2 ADVERTISING/GLASS

A. All glass areas must remain clear and unobstructed by decals/advertising or any other obstruction unless these regulations specify different or are approved by the AAA Saloon Cup Co-ordinator.

B. The only exception being the rear side windows that should have the drivers' surname and championship class (if any), clearly displayed in simple bold type, unless these cup regulations specify a different option.

C. All Surfaces, which have not been claimed for stickers by the Cup, it's sponsors or used for the application of starting numbers, are free for use. The Cup Co-ordinator must approve conflicting sponsor's stickers in advance and the position, size and colours (if approved) will be at the discretion of the Cup Co-ordinator.



6.2.3 TRADE SUPPORT:

The organisers reserve the right to obtain support sponsorship for the cup, usually by means of product for competitors. To qualify, this may require fixing support sponsors' logos on either side of the car.

6.2.4 VEHICLES DECALS/BADGES:

To be displayed as the attached diagram

GROUP A- Red

GROUP B- Yellow

Door panels: See attached Diagram (To aid fixing these are in 2 sections) to be applied to form one area. The central area number panel, lower section AAA Saloon Cup.

Driver's surnames: Driver's surnames should be displayed centrally on each rear quarter window. The letters are to be a colour to match the front windscreen strips with a white border and must be to a uniform size and style of Helvetica bold with 90mm cap height with the initial letter in upper case capitals followed by lower case, e.g.:- Smith.

6.2.5 PROMOTIONAL ACTIVITIES:

Drivers may be required to participate in promotional activities at certain race meetings.

6.3 ELIGIBLE VEHICLES:

GROUP A – Any AWD Vehicle

GROUP B - All production AWD Vehicles (including grey imports) are acceptable for the Cup. Subject to approval by the Cup organisers.