

0. PREAMBLE

The **Honda VTEC Challenge** is new exciting race series for Honda performance cars - the first ALL model Honda race series in the UK. With 4 simple classes, races at some of the best circuits in the UK and huge support from the Honda community, the VTEC Challenge offers safe, friendly and cost effective racing for drivers at all experience levels, from novices wishing to take their first step into racing to those existing racers looking to race in a unified field. All Hondas are welcome including Civics, Integras, Accords, Preludes and S2000s

www.vtecchallenge.co.uk

1. SPORTING REGULATIONS – GENERAL

1.1 Title & Jurisdiction:

The 2012 Honda VTEC Challenge is a series of races organised and administered by the British Automobile Racing Club Ltd (BARC) and the VTEC Racing Club in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FiA) and these Challenge Regulations.

The organisers reserve the right to issue additional statements clarifying items in the rules and regulations and all such statements will be issued to all registered drivers by posting to the address details on the registration form.

Race Status: **National B**

1.2 Officials:

1.2.1	Series Coordinators:	Nicola Bush Michael Clark	BARC VTEC Racing Club
1.2.2	Drivers Representative:	TBA	
1.2.2	Licensed Eligibility Scrutineer:	TBA	BARC
1.2.3	Series Stewards:	Dale Wells Bill Coombs Rick Smith Andrew Hext	BARC BARC BARC BARC

Any three of the above may reach a decision.

1.3 Competitor Eligibility:

- 1.3.1 Entrants where applicable must be in possession of a valid 2012 MSA Entrants Licence.
- 1.3.2 Drivers and Entrant/Drivers must be fully paid up valid membership card holding racing members of the BARC, be registered for the VTEC Challenge and be in possession of a valid MSA Competition (Racing) National B minimum.
- 1.3.3 All necessary documentation must be presented for checking at all rounds when signing on.

1.4 Registration:

- 1.4.1 All drivers must register as competitors for the challenge by returning the attached registration form to the BARC prior to the closing date for the first round being entered.
- 1.4.2 Alternatively, competitors may register 'on line' by visiting the BARC website at www.barc.net. When registering on line competitors should NOT complete and submit the paper version of the registration form (section 7).

- 1.4.3 All drivers must register for the VTEC Challenge race series by visiting www.vtecchallenge.co.uk
- 1.4.4 Registrations will be accepted from 1st Jan 2012. (or when on-line registrations go 'live').
- 1.4.5 Registration numbers will be the permanent competition numbers for the Challenge. Each registered driver will be allocated a permanent number for the season by the BARC and these will be issued strictly on receipt of a fully completed registration form.

1.5 Challenge Races:

The **2012 Honda V-Tec Challenge** will be held over **14** races (7 events) as follows:

Race:	Date:	Circuit	Organising Club	Format
TBC				

- 1.5.1 In accordance with MSA Regulation **D11.1**, the Organisers reserve the right to amend the published list of dates and rounds, in which case, all registered competitors will be informed of the amendments by Official Bulletins posted to the address specified on the Official Registration Form.

1.6 Points:

No cumulative points or other awards will be presented in this Challenge.

1.7 Awards:

- 1.7.1 All awards are to be provided by VTEC Racing Club and their sponsors.
- 1.7.2 Per Round:
Trophies for 1st, 2nd and 3rd places in each class for each race.
- 1.7.3 Presentations:
Awards and trophies will be awarded in the VTEC Challenge hospitality area in the paddock after the final race.
- 1.7.4 In the event of any provisional results being revised after any presentations, and such revisions affect the distribution of any awards, the competitors concerned must return such awards to the BARC in good condition within 21 days.

2. SPORTING REGULATIONS - JUDICIAL PROCEDURES:

- 2.1 **Rounds:** In accordance with Section **C** of the 2012 MSA Yearbook and these regulations
- 2.2 **Challenge:** In accordance with Section **C** of the 2012 MSA Yearbook and these regulations

3. SPORTING REGULATIONS - RACE MEETINGS & RACE PROCEDURES

3.1 Entries:

- 3.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry closing dates which shall be 10 days before each 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 and the date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Meeting receives the missing or corrected information or fee.
- 3.1.3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Secretary of the Meeting in writing, If Driver or 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 Entry Fee for each round shall be: As detailed in the SR's for the event in question.
- 3.1.5 There is no provision for Qualification races.
- 3.1.6 Reserves are to be nominated on the final list of entries published with final instructions or amendment sheet bulletins. All reserves must practice and replace withdrawn or retired entries in reserve number order irrespective of class. If reserves are given grid places prior to issue of the 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 Official "Assembly Areas" they will be placed at the rear of the grid and be started without any time delay. Otherwise, they will be held in the pitlane and be released to start the race after the last car to start the green flag lap or last car to take the start has passed the startline or pitlane exit, whichever is the later. Such approval to start must be obtained from the Clerk of the Course.

3.2 Briefings:

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

3.3 Qualifying:

- 3.3.1 Where practical and possible qualifying sessions shall be a minimum of 15 minutes duration at all Championship rounds. Should any qualifying session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session to achieve the championship criteria and the decision of the Clerk of the Course shall be final.
- 3.3.2 For all events, the fastest lap set in qualifying will set the grid position for race one. **Race 2 grid position will be set by finishing position in race.**

3.4 Qualification Criteria:

Each driver should complete a minimum of 3 laps qualifying 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 Regulation **Q4.5**. The Clerk of the Course and / or Stewards of the Meeting shall have the right to exclude any driver whose qualifying times or driving are considered to be unsatisfactory - as per MSA Regulation **Q4.5**.

3.5 Races:

The standard minimum scheduled distance shall be 15 minutes duration whenever practicable.

3.6 Race Starts:

- 3.6.1 All race start countdowns are to have a minimum elapsed period of 5 minutes from the time all cars are released to form up on the grid to the start of the Green flag Lap(s) in the formation as specified on the Track Licence for each circuit
- 3.6.2 The Countdown procedures/audible warnings sequence shall be:

Standing Starts:-

- 2 minutes to start of Green Flag/Pace Lap - Clear Grid Warning/Grid Closed.
- 1 minute to start of Green Flag/Pace lap - Start engines/Clear Grid.
- 30 seconds - Visible and audible warning for start of Green Flag/Pace Lap.

- 3.6.3 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.

- 3.6.4 Any cars removed from the grid after the 3 minute stage or driven into pits on Green Flag lap shall be held in the pitlane and may start the race after the last car to take the start from the grid has passed the startline or pitlane exit. whichever is the later.
- 3.6.5 Any drivers unable to start the Green Flag/Pace lap or start are required to indicate their situation as per MSA Regulation **Q12.13.2**. and any drivers unable to maintain grid positions on the Green Flag Lap to the extent that **ALL** other cars are ahead of them, may complete the Green Flag lap but **MUST** remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.
- 3.6.6 Excessive weaving to warm-up tyres - using more than 50% of the track width, and falling back in order to accelerate and practice starts, is prohibited.
- 3.6.7 A five second board will be used to indicate that the grid is complete. The red lights will be switched on five seconds after the board is withdrawn.
In the event of any starting lights failure the Starter will revert to the use of the National Flag.

3.7 Practice / Race Stops:

- 3.7.1 Should the need arise to stop any **practice or qualifying session**, RED LIGHTS will be switched on at the Startline and RED FLAGS will be displayed at the Startline and at all Marshals Signalling Points around the Circuit. This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the **pitlane**.
- 3.7.2 Should the need arise to stop any **race**, RED LIGHTS will be switched on at the Startline and RED FLAGS will be displayed at the Startline and at all Marshals Signalling Points around the Circuit.

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the **starting grid** which will automatically become a Parc Ferme area.

Cars should not enter the Pits unless directed to do so or unless repairs are necessary. Work on cars already in the Pits must cease when a race is stopped and may only continue under the control of Scrutineers. Cars which are in the pitlane or who enter the pitlane may **ONLY** re-start from the pitlane (not the grid) after all other cars have re-started. Non runners at the time of the stoppage (which have been recovered) can re-start from the pitlane behind those referred to above.

- 3.7.3 Case A - Less than two laps completed by Race Leader

The race will be null and void. The race will re-start from the original grid positions. Competitors unable to take the re-start may be replaced by nominated reserves who will start from the pitlane in reserve number order and in front of any other pitlane starter. Gaps on the grid should not be closed up. The length of the re-started race will be determined by the Clerk of the Course.

- 3.7.4 Case B - More than two laps completed by Race Leader but less than **75%** of Race Distance:

The race will restart from a grid set out by the finishing order of part one (as per **Q5.4.3**). The final result of the race will be the finishing order of part two. The length of the re-started race will be determined by the Clerk of the Course.

- 3.7.5 If the leader has completed more than 75% of the race distance or duration it shall not usually be re-started (as per **Q5.4.3**). If not re-started the results will be based on the order of crossing the finish line at one lap less than at the time of first showing the Red Flag. Only cars which are under their own power at the showing of the Red Flag will be classified.

3.8 Re-Scrutiny:

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

3.9 Pits & Pitlane Safety:

- 3.9.1 Pits: Entrants must ensure that the MSA, Circuit Management and Organising Club Safety

Regulations are complied with at all times.

- 3.9.2 Pitlane: The outer lane at races is to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take all due care and drive at minimum speeds in pitlanes.
- 3.9.3 Refuelling: There will be no refuelling allowed during the races.
- 3.9.4 Speed: There will be a maximum speed of **60kph (38mph)** in all pitlanes at all times. Competitors breaching this limit will be subject to penalties as provided for in MSA Regulations, typically being a fine of £10 per kph in excess of the limit during practice or qualifying and a Drive Through Penalty during race.

3.10 Race Finishes:

After the chequered flag drivers are required to progressively and safety slow down, remain behind any competitors ahead of them, return to the pit lane entrance/paddock entrance as instructed, comply with the directions given by marshals or officials and keep their helmet on and harness done up while on the circuit or in the pit lane. At the end of each race the first three finishers must proceed immediately to the presentation area (podium or other area) for Garlands and interview.

3.11 Results:

All practice time sheets, grids, race results are to be deemed PROVISIONAL until all vehicles are released by the 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 an Electronic Self Identification Module (Transponder) to their cars (as per **Q12.2.1**) 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 Challenge qualifying practice sessions and races. The setting and servicing of these items must only be carried out by properly authorised MSA licensed Timekeepers. Competitors will be charged by the timing company for replacement of the Modules due to misuse or loss at any time during the season. Contact: TSL Sports Timing Solutions Ltd
- 3.12.2 Competitors may not place electronic timing equipment within five metres of the official Start, Finish or any other official timing lines at any event or test session/day. Any such equipment placed within these zones will be removed.

3.13 Safety Car:

- 3.13.1 The Clerk of the Course reserves the right to introduce a Safety Car at any time during a race until such time as the race leader has completed 75% of the scheduled race distance.
- 3.13.2 The Safety Car will be used in accordance with the regulations as laid down in the MSA Regulations (**Section Q, Appendix 2**).
- 3.13.3 The Clerk of the Course may impose a Drive Through penalty (as per **Q12.6**) or retrospective time penalty upon any Competitor or team who he considers has gained an unfair advantage whether inadvertently or not from a breach of these Safety Car Regulations. If in the opinion of the Clerk of the Course during the event that one Competitor breaches these Safety Car Regulations for the benefit of another Competitor then both may be penalised.

4. SERIES 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 regulations: **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 infringements deemed to be of a more serious nature the Clerk of the Course and/or Stewards of the meeting are to invoke the provisions of regulations **C 3.5.1** (c).
- 4.1.3 Additional specific challenge penalties: At the discretion of the Challenge Stewards.

4.2 Infringements of non technical MSA Regulations and the Sporting Regulations issued for the Challenge

as per 2012 MSA Judicial Procedure Regulations.

2012 HONDA VTEC CHALLENGE.

5. TECHNICAL REGULATIONS

5.1 Introduction:

The following technical regulations are as set out in accordance with the MSA format and it should be clearly understood that unless it says clearly that you CAN DO IT, you should work on the principle you CANNOT. Whilst every effort has been made to ensure the information is accurate it is the driver's responsibility to ensure their car meets MSA Blue Book regulations in all matters, particularly on safety.

Note: in all instances where the series regulations state options are "free", all variations and modifications must be done in accordance with MSA Blue Book regulations.

Whilst every effort has been made to ensure the regulations laid down here are accurate, it is the driver's responsibility to ensure their car meets with MSA Blue Book regulations in all matters.

5.2 General Description:

5.2.1 The 2012 Honda VTEC Challenge is for competitors participating in any production based Honda car powered by any production based Honda car engine and does not necessarily have to have VTEC system. Forced induction is not permitted unless fitted from factory (at present this only includes the CTDI diesel engine). Drive layout must be the same as that car model had from the factory.

5.2.2 The series will run in 4 classes based on engine capacity **and modifications**

5.2.3 **The four classes are as follows:**

Production 1600 - Cars with engine of same series and capacity as that originally fitted to that model/shape of car up to 1599cc. Engine modifications are free but

- a) pistons must be a Honda production piston from the same series of engine
- b) Engines must run a single plenum throttle body (i.e. no individual throttle bodies)
- c) Engine capacity must be no more than 1599cc.

Production - cars with engine of same series & capacity as that originally fitted to that model/shape of car .from 1599cc upto 2300cc. Engine modifications (e.g. cams, ECU) are free but

- a) pistons must be a Honda production piston from the same series of engine
- b) Engines must run a single plenum throttle body (i.e. no individual throttle bodies)
- c) Engine capacity must be no more than the capacity of the engine originally fitted to that model/shape of car.

There is no minimum weight for '1600' and 'production' class

Tuner - Modified or engine swapped cars up to 1980cc. Cars where the engine is not as that originally fitted to that model/shape of car e.g. engine swapped cars OR for cars that do not meet the regulations of Production class up to to a maximum capacity of 1980cc (e.g. forged engines or ITBs)

Engine modifications are free and No minimum weight

Super Tuner - Modified or engine swapped cars over 1981cc. Cars where the engine is not as that originally fitted to that model/shape of car e.g. engine swapped cars OR for cars that do not meet the regulations of Production class from 1981cc - 3400cc OR which exceeds the max capacity of Tuner Class (up to 1980cc),

Minimum weight 1000kgs

All engine modifications are free.

5.2.4 The organisers reserve the right to allow cars which do not conform to any of the above class regulations, but which are deemed to be in the "spirit" of the VTEC Challenge, to race within an "invitation class".

5.3 Safety Requirements

- 5.3.1 Drivers should ensure that both they and their cars conform in every way with the MSA blue book, with specific regard to safety matters, You are particularly drawn to though not exclusively to the installation of roll cages, race seats, safety harness, extinguisher, battery cut of switches, rain light, towing eyes, and your protective race clothing.
- 5.3.2 The following Articles of MSA Blue Book ' **Section K - Competitors Safety**' regulations are highlighted as being applicable (but not to the exclusion of any other MSA General Regulations that automatically apply – see 5.1.2 above):
- K 1.2.1 & K 1.2.2** , – ROPS (Roll over protection systems) general safety specifications
 - K 1.2.3**, - ROPS, compulsory diagonal bar`
 - K 1.3.5** – ROPS, optional reinforcement
 - K 2.1.2 & K 2.1.3** - Seat belts, 4 & 6 point harnesses
 - K 3.1** - Fire extinguisher, Appendix 1, Table 3 , references (3.1.2 a) &/or (3.1.2 b) apply
 - K 5.1 & K 5.2**, - Red warning light
 - K 6**, - Fuel tanks & fillers
 - K 8** , - External circuit breaker (see also G120 & 121)
 - K 9** – Race Overalls (in particular, K 9.1.1)
 - K 10** – Crash helmets
 - K 13**, - Head restraints

5.4 General Technical Requirements & Exceptions:

- 5.4.1 Safety Harnesses:
In order to maintain the integrity of the harness system in the event of an accident, it is recommended that these should be a minimum of five-point attachment, in accordance with Q 19.14.2.
- 5.4.2 Seats
It is strongly recommended that seats have side wings or side head restraints to take into account lateral forces.

5.5 Chassis:

Must be based on production model and recognizable as such, but can be stiffened with cage, strut braces and seam welding.

5.6 Bodywork:

- 5.6.1 **Exterior:**
Must retain as near a possible its original silhouette and be recognizable as the model entered, though it can be modified with additions such as aftermarket bumpers, side skirts, rear wings, splitters and diffusers as long as they conform with Blue Book regulations and points below.
- 5.6.2 Panels may be replaced with alternative materials. e.g. carbon or glass fibre subject to any blue book restrictions.
- 5.6.3 Front Windscreen must be laminated Glass, but all others can be replaced with alternative materials such as Polycarbonate/Lexan subject to MSA regulations.
- 5.6.4 **Classes Production 1600 & Production**
The top of any tyres must not protrude outside of the wheel arch when in straight ahead position -
- 5.6.5 **Classes Production 1600 & Production**
Wheel arches may be rolled. Arches may also be extended outwards (pulled/rolled) to a maximum of 10mm beyond the standard arch location providing that this does not contravene the regulation below -

- 5.6.6 **Classes Production 1600 & Production**
No spacing or relocation of body panels to accommodate wheel width changes
- 5.6.7 **Classes Production 1600 & Production**
No add on arch extensions permitted other than original equipment
- 5.6.8 **Tuner & Super Tuner**
Wheel arch extensions are permitted Spacing or relocation of body panels to accommodate wheel width changes is permitted
- 5.6.8 **Interior:**
Drivers seat and seat belt should be replaced with an MSA approved race seat and harness, but passenger seats plus all interior trim can be removed , though we recommend retaining heating /demisting equipment. Seats must also comply with **J5.3.1** and **K2.2**
- 5.6.9 Glass sunroofs must be removed and replaced with a suitable material in accordance with MSA regulations as may door cards which should have all sharp edges covered. All cars must be fitted with an MSA approved roll cage.
- 5.6.10 **Ground Clearance:**
It is permitted to alter the ride height, but car must be no less than min prescribed for saloon car racing (75mm) from the ground to body work including any added aero in race trim with driver, stationary or moving.
- 5.7 Engine:**
- 5.7.1 Must be based on production car unit from the manufacturer (e.g. B, D, F, H or K series), although it does not have to be from the car model being raced. Engine swaps are permitted **in Tuner & Super Tuner classes only.**
- 5.7.2 No motorcycle engines permitted.
- 5.7.3 Note Blue Book requirements for catalytic converter on later models.
- 5.7.4 No after market addition of superchargers or turbo's to n/a engines unless fitted from the factory and available as a production vehicle
- 5.7.5 **Engine modifications allowed depend on class. See 5.2.3**
- 5.8 Suspension:**
- 5.8.1 **Classes Production 1600 and Production:**
Must be of original design, although alternative dampers/springs allowed including adjustable platform (coilover) types. Spring rates are free, as are uprated bushes/spherical bearings.
- 5.8.2 **Classes Production 1600 and Production:**
Hubs/uprights must be of original design and material.
- 5.8.3 **Classes Production 1600 and Production:**
Adjustable camber arms/bolts are free.
- 5.8.4 **Classes Production 1600 and Production:**
Shock absorber and wishbone (if applicable for the model) upper mounting points must be in the original location.
- 5.8.5 **Classes Production 1600 and Production:**
One piece wheel spacers up to a maximum of 15mm may be fitted

5.8.6 **Classes Production 1600 and Production:**

The wheel base and Track must retain as standard except for the effects of the permitted adjustments in camber / castor and the permitted wheel spacers

5.8.7 **Classes Tuner and Super Tuner**

All suspension modifications are free

5.9 Transmission:

5.9.1 Must be based on production unit from the manufacturer, otherwise free.

5.8.2 No conversion from 2wd to 4wd or fwd to rwd or similar allowed.

5.8.3 Driver aids such as traction control/launch control etc only permissible if it is the original system in use from the production car.

5.8.4 Sequential boxes are not permitted

5.10 Electrics:

Lighting must conform to minimum Blue Book requirements , otherwise free.

5.11 Brakes

Free

5.12 Wheels / Steering:

5.12.1 Wheel type and size is free, but must utilise the original type of attachment to the hub (no single nut centre fixing unless fitted as standard).

5.12.2 Conversion from 4 stud to 5 stud permissible if the hub is taken from the standard manufacturer production car eg; 4 stud Civic using Integra Type-R 5 stud hubs

5.12.3 The wheel and tyre combination must also be covered by the original bodywork of the vehicle so as to comply with MSA Regulations.

5.13 Tyres:

5.13.1 The control tyre for the Honda VTEC Challenge is the Yokohama A048, and is to be used at all times. Slicks or any tyre other than the controlled tyre is strictly prohibited for all classes.

5.13.2 Cutting of A048 tyres is NOT permitted

5.14 Weights:

Minimum weights

Classes Production 1600, Production and Tuner classes – no minimum weight

Class Super Tuner – minimum weight 1000kgs

The minimum weights set out above pertain to the weight of the car including driver and fuel at the end of a race i.e. when cars enter Parc Ferme.

5.15 Fuel Tank / Fuel:

5.15.1 The fuel tank capacity, location and type is Free provided the requirements of the MSA Regulation **G97** are complied with.

5.15.2 Only pump fuel (petrol, LPG or Diesel) as defined by the MSA regulations 'The Terminology Pump Fuel' may be used

5.16 Silencing:

All cars to comply with current MSA regulations and the Circuit noise requirements

5.17 Numbers/Decals:

Series livery will be provided by the Organizers for display on all cars for;

- Sill panel series sponsor logos (both sides)
- Door cards (both sides) with one set of numbers
- Windscreen sun visor
- Front and rear number plate slots

Series liveries must be displayed on all cars at all times at each race meeting.

5.18 Miscellaneous:

5.18.1 Competitors registering in this Series do so in the full knowledge that the Series Organizers reserve the right to require the Series Scrutineer to carry out, record and enforce eligibility checks which may include the measurement of engine capacity, vehicle track and tyres. The costs of such checking shall be borne by the series organisers but the organisers shall not be liable for the costs of preparing the vehicle for inspection.

- 5.18.2 a) At any time the Challenge Organisers reserve the right to scrutineer any component or vehicle in the presence of the permanent Series Eligibility / Safety Scrutineer and one other scrutineer.
- b) An invited member of the team may also be present. Removal of components from the car may be required at the Event or designated workshop at the discretion of the Series Eligibility / Safety Scrutineer.
- c) After thorough scrutineering of the parts, the result will be submitted to the Challenge Clerk of the Course.
- d) In the case of a breach of the Technical Regulations or a breach of the procedure surrounding Technical Regulations, any costs associated with scrutineering and/or eligibility inspections (including, but not limited to transportation, checks, inspections, rebuilds, etc.) will be the sole responsibility of the Entrant.
- e) The assembly and dismantling of the vehicle(s) is solely the responsibility of the Entrant/s.
- f) Reimbursement of expenses for these measures may not be claimed. Exceptions to this may include appeal / protest according to the MSA Competitors' Yearbook 2012

6. APPENDICES

The following Commercial Regulations are “contractual” between the Entrant and / or Driver and the Organisers and / or Promoters and are not considered by MSA. Accordingly, the application of these Commercial Regulations by the Organisers and / or Promoters will not be subject to the Judicial processes of either the Challenge Stewards and / or the MSA / MSC.

6.1 Challenge Contacts and Race Organising Clubs:

VTEC Racing Club:

R-Motion
Unit 14 Llancayo Farm
Usk
Monmouthshire
NP15 1HY
Tel: 07761833474
www.vtecchallenge.co.uk

Challenge Organiser:

British Automobile Racing Club
Thruxton Circuit
Andover
Hampshire SP11 8PN
Tel: 01264 882200
Fax: 01264 882233

Challenge Co ordinator:

Nicola Bush, BARC

Michael Clark, VTEC Racing Club

6.2 Commercial Regulations:

6.2.1 Driving Standards Policing:

The following regulations form part of the series regulations and form part of your membership of the VTEC Racing Club. You must accept that, if penalised, there is no higher authority to which you can appeal; and therefore no way of reducing or escaping the penalties applied.

6.2.2 The VRC Committee will be working with meeting organizers and will investigate all on track incidents, whether triggered by judicial action initiated by the Clerk of the Course, by competitor complaint, or by their own observation notwithstanding that the Clerk of the Course may already have imposed a penalty under MSA Regulations.

6.2.3 VTEC Racing Club is empowered to call a competitor to investigate any incident and may supplement their own investigations by the use of track Observers reports, where available and deemed appropriate by the Clerk of the Course, at the event in question. They are empowered to apply penalties in a number of categories.

6.2.4 The aim of this section is to help prevent desperate driving acts which are normally dismissed as “racing incidents” for example ‘diving-up-the-inside’ overtaking manoeuvres or deliberate out braking into the car in front.

6.2.5 There is no more predictable or more common incident that happens on a race circuit, but there is a common feeling of blamelessness on the part of those involved where “swapping paint” appears part of racing life. The VRC Committee will take action on these manoeuvres, if the following practices are not displayed by the drivers concerned.

- VRC standards
- a) Driving in a manner which is considered to show a disregard for VRC driving standards by the Committee - to be penalised by written warning. Two written warnings in eight individual races will cause a yellow card to be issued.
 - b) Driving in a manner which is considered to show a major disregard for VRC driving standards by the VRC Committee - to be penalised by the issuing of a yellow card. Two yellow cards in eight races will cause a red card to be issued.
 - c) Driving in a manner which is considered to show a very serious disregard for VRC driving standards by the VRC Committee - to be penalised by the issuing of a red card.
 - d) Refusal to co-operate with the VRC committee will result in the issuing of a red card.
 - e) If a driver leaves the circuit and rejoins in a manner that causes another competitor to take avoiding action, the offending (rejoining) driver will receive an automatic yellow card.
 - f) If, when rejoining, any contact results, including that caused by consequential avoidance, the offending driver will receive an automatic red card.
 - g) If you leave the circuit under any circumstances, you are obligated to return in a controlled and manner with absolute regard and respect for those who are still on the racing surface. You are entitled to try and maintain the position you previously held.
 - h) A red card will cause the suspension of membership from VRC for a period of two entered races. No refund or credit will be given.
 - J) The issuing of two red cards in one season will result in the suspension of VRC membership for remainder of the season. No refund or credit will be given..
 - k) Each penalty will have a shelf life of eight races that you enter from the date that the penalty is applied. After this period, the penalty will not be used for the purposes of totting up.
 - l) Loss of VRC membership will mean that the competitor is ineligible to compete in the series during the period of suspension.
- safe NOT the

2012 HONDA VTEC CHALLENGE

7. REGISTRATION FORM

Please complete in capital letters

NAME OF DRIVER: _____

ADDRESS: _____

_____ POSTCODE: _____

TEL(DAY): _____ (EVE): _____

E MAIL ADDRESS: _____

AGE: _____ DATE OF BIRTH: _____

NATIONALITY: _____

COMPETITION LICENCE No: _____ GRADE: _____

BARC MEMBERSHIP No: _____ (Optional)

V-TEC RACING CLUB MEMBERSHIP: _____

NAME OF ENTRANT: _____

ADDRESS: _____
(if different from above)

_____ POSTCODE: _____

TEL(DAY): _____ (EVE): _____

ALL CORRESPONDENCE SHOULD BE SENT TO: DRIVER ENTRANT

CAR: HONDA MODEL: _____ CC: _____

PREFERRED COMPETITION NUMBER: -----

PLEASE COMPLETE REVERSE OF FORM

SIGNATURE OF ENTRANT: _____
(if different from Driver)

SIGNATURE OF DRIVER: _____

PREVIOUS RACING EXPERIENCE OF DRIVER: _____

TO BE COMPLETED BY ALL APPLICANTS:

I wish to register for the **2012 HONDA VTEC CHALLENGE** and I declare that the information given above is correct. I understand that should the above information change in any way I will confirm details in writing to the BARC as detailed below.

SIGNED: _____ DATE: _____

ONCE FULLY COMPLETED THIS FORM SHOULD BE RETURNED TO:

The British Automobile Racing Club, Thruxton Circuit, Andover, Hampshire. SP11 8PN.

PRIOR TO THE CLOSING DATE OF THE FIRST RACE ENTERED

<p>FOR OFFICIAL USE ONLY</p> <p>REGISTRATION FEE - NIL</p> <p>DATE RECEIVED:.....</p> <p>DATE REGISTRATION CARD SENT:.....</p> <p>COMPETITION NUMBER ALLOCATED:.....</p>
--

