

2011 Saker Challenge Regulations

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1 SPORTING REGULATIONS – GENERAL

1.1 Title & Jurisdiction

The 2011 Saker Challenge is organised and administered by the British Racing and Sports Car Club (BRSCC) in accordance with the General Regulations the Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Challenge Regulations.

The BRSCC can change, amend or vary the Sporting Regulations without reference to the MSA at any time before or during the Challenge and further issue additional statements concerning the Regulations from time to time, subject to MSA approval, and all such statements will be issued by Challenge Bulletin to the MSA and to all registered competitors by email or by post to the address detailed on the Registration Form, or by delivery to the competitor by hand. It is a condition of entry into the Challenge that all competitors, teams, team members and persons associated with any of the above agree to be bound by the Regulations including any amendments, variations or statements relating thereto.

1.2 Officials

1.2.1 Promoter

Saker Sportscars
Blackwood Farm
Leek Old Road
Rudyard
Leek
Staffordshire
ST13 8PW
Tel: (01538) 306921
Mob: (07909) 990699
Email: paul@sakercars.co.uk

1.2.2 Co-ordinator

Roxie Marandi Rose
Blackwood Farm
Leek Old Road
Rudyard
Leek
Staffordshire
ST13 8PW
Tel: (01538) 306921
E:Mail: roxie@sakercars.co.uk

1.2.3 Eligibility Scrutineer

Mike Hibbins
4 Stacklands Close
West Kingdown
Sevenoaks
Kent
TN15 6DL
Tel: (01474) 854121
Mob: (07785) 247355
Email: mike@brscc.co.uk

1.2.4 Technical Advisers

Paul Dobbing and Peter Shaw
Blackwood Farm
Leek Old Road
Rudyard
ST13 8PW

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1.2.5 Series Clerk of the Course

Julian Floyd
1 Kensington Close
Towcester
Northamptonshire
NN12 6JL
Tel: (01327) 352525
Email: home@julian-floyd.com

1.2.5 Challenge Stewards

B Armstrong, D Wells, R Smith & D Walton

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

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 BRSCC, be registered for the Challenge and be in possession of a valid MSA Competition (Racing) National (B) (or equivalent MSA Regulation [H 26.1.5]) 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, (MSA Regulation [H 26.2.1] to [H 26.2.6]).

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 Challenge requires absence from school, drivers 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 Challenge.

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

1.3.4 Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout qualifying and racing.

1.4 Registration

1.4.1 All drivers must register as competitors for the Challenge by returning the Registration form with the Registration fee to the Challenge Co-ordinator prior to the Final closing date for the first round being entered.

1.4.2 The Registration Fee is £Nil.

1.4.2 Registration will be accepted from 1st March 2011 until the closing date for entries to the last round.

1.4.3 Upon registration permanent competition numbers for the Challenge will be issued. This will usually be the last two numbers of the chassis number.

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1.5. Challenge Rounds

Events	Dates	Race length	Venue	Licence Grade	Club
1	April 10	2 x 12laps & 1 x 70 mins	Zandvoort	Nat A	NAV
2	May 29	2 x 60 mins	Snetterton 200	Nat B	BRSCC
3	June 11/12	2 x 30 mins	Spa	Nat B	RACB
4	June 25/26	2 x 60 mins	Anglesey	Nat B	BRSCC
5	August 13/14	2 x 60 mins	Brands Hatch	Nat B	BRSCC
6	September 17/18	2 x 60 mins	Snetterton 300	Nat B	BRSCC
7	October 30	2 x 12laps & 1 x 70 mins	Zandvoort	Nat A	NAV

1.6 Awards

1.6.1 All awards are to be provided by Saker Sportscars.

1.6.2 **Per Round**
1st 2nd 3rd per round.

1.6.3 **Presentations**
Garlands and trophies will be provided for each meeting (as applicable) and shall be presented at the end of each round/event.

1.6.4 **Entertainment Tax Liability**
In accordance with current Government Legislation, the Organisers of every round are legally obliged to withhold tax at the current basic rate on all payments to non-UK resident sportsmen/sportswomen. That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Isles or Eire. This means that the Organisers of every round are required to deduct tax at the relevant rate, from such payments they may make to non-UK residents.

Under certain circumstances, it is possible for competitors to enter into an agreement with the Inland Revenue to limit tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before their payment is due.

For further information contact: - The Inland Revenue, Foreign Entertainers Unit, Centre for Non-residents, standard, John's House, Merton Road, Merseyside L69 9BB. Tel. 0151 472 6488.

1.6.5 **Title To All Trophies**
In the event of any Provisional Results or Challenge Tables being revised after any provisional presentations and such revisions affect the distribution of any awards the Competitors concerned must return such awards to the BRSCC in good condition within 7 days.

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2. SPORTING REGULATIONS - JUDICIAL PROCEDURES

2.1 Rounds

2.1.1 The Clerks of the Course have, at their disposal, the facilities available within MSA Regulation Section C of the current MSA Yearbook.

For the purposes of guidance the following is a list of proposed team sanctions for first time infringements :

		During Practice	During Race
A	Short circuiting the track to advantage	Black Flag	Stop and Go
B	Excess speed in the pitlane	Black Flag	Stop and Go
C	Overtaking under a yellow flag	Black Flag	Stop and Go
D	Overtaking under safety car conditions	Black Flag	Stop and Go
E	False Start	Black Flag	Stop and Go
F	Pushing another car	Black Flag	Stop and Go
G	Causing a contact or collision	Black Flag	Stop and Go
H	Failure to respect starting position or out of position on formation lap		Stop and Go
I	Reversing under power in the pitlane	Black Flag	Stop and Go
J	Going wrong way in pitlane	Exclusion	Exclusion
K	Continuing the race after chequered flag	Grid Penalty	5 lap Penalty
L	Unsporting or aggressive driving	Black Flag	Stop and Go
M	Not stopping for correct duration for mandatory pitstop		Stop and Go
N	More than 3 laps under black flag without a pitstop	Grid Penalty	5 laps penalty
O	Not stopping during a pitstop « window »		5 laps penalty
P	Working on a car after the 5-minute signal		Stop and Go
Q	Overtaking during a neutralisation and/or <u>Safety Car intervention</u>	Black Flag	Stop and Go
R	Lights not working	Black Flag	Black Flag
S	Unsporting behaviour outside practice and races during a meeting	Exclusion	Exclusion
T	Technical non-conformity during an event	Exclusion	Exclusion
U	Technical non-conformity after the finish of the event	Exclusion	Exclusion

2.1.2 For all other irregularities, sanctions are left to the discretion of the officials.

2.1.3 For any irregularity, even one sanctioned via the above table, the Clerks of the Course are always empowered to award other or additional sanctions.

2.1.4 The above table is a guideline for first time infringements at any given event. Repetition of infringements by Teams and/or individuals may be dealt with more severely.

2.1.5 The Clerks of the Course are empowered to operate “Stop and Go” for any period that they consider appropriate to the offence in accordance with MSA Regulations [C 2.1.6] and [Q 12.6]

2.2 Challenge

Not Applicable

2.3 Disputes

2.3.1 Disputes on the Sporting Regulations and their application by the Challenge Co-ordinator which arise during the season will be settled by the Challenge Stewards in accordance with the MSA Regulations, these Regulations and any Official Bulletins that have been issued. The case for any dispute must initially be submitted to the Challenge Co-ordinator in writing together with the appropriate MSA prescribed protest or appeal fee. The Stewards judgement will be subject only to the Right to appeal to the MSA. An appeal against any decision of the Challenge Co-ordinator must be submitted in writing to the Challenge Stewards within 7 days of the date of despatch of such decision, accompanied by the MSA prescribed appeal fee.

2.3.2 Any clarifications necessary during the year will be notified in writing to all registered competitors in an Official Bulletin.

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- 2.3.3 If it appears from the official video recordings or from any other additional evidence that there may have been a breach of driving standards or behaviour on or off the track, in a manner considered to have brought the Challenge into disrepute, the Challenge Co-ordinator will be entitled to request that the Challenge Stewards consider the inception of an enquiry into the matter, notwithstanding that the Clerk of the Course or the Stewards of the event, may or may not, have already investigated the incident. Penalties may include individual race bans, loss of awards. The Challenge Stewards judgements will be subject only to the right of appeal to the MSA

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3. SPORTING REGULATIONS

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 selection dates, which shall be 14 days before every round.
- 3.1.2 Incorrect or incomplete entries (including driver to be nominated entries) are to be held in abeyance until they are complete and correct. The date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Meeting receives the missing or corrected information or fee.
- 3.1.3 Any withdrawal of Entry or Driver/Car changes made after the acceptance of any entry must be notified to the Secretary of the Meeting in writing. If Driver/Vehicle changes are made after publication of Entry Lists with Final Instructions the competitor concerned must apply for approval of acceptance by the Stewards of the Meeting before signing on.
- 3.1.4 The Maximum entry fee for every round shall be as stipulated in the Supplementary Regulations plus any late entry surcharge imposed by the club.
- 3.1.5 In the event of any rounds being oversubscribed the Organising Clubs, in liaison with the Challenge Co-ordinator may at their discretion run Qualification Races. For Qualification Race Procedures see 3.13 of these Regulations.
- 3.1.6 Reserves are to be nominated on the Final List of Entries published with Final Instructions or Amendment Sheet Bulletins. All Reserves will practice and replace withdrawn or retired entries Reserve Number order irrespective of class. If Reserves are given Grid Places prior to issue of the first Grid Sheets for any round the times set in Practice shall determine their grid positions. If Reserves are given places after publication of the grid sheet and prior to cars being collected in the Official "Assembly Areas" they will be placed at the rear of the Grid and be started without any time delay. Otherwise, they will be held in the 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 the 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 all meetings, or subsequent bulletins, competitors must attend all briefings.

3.3 Practice/Testing

- 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 Challenge/series criteria and the decision of the Clerk of the Course shall be final.
- 3.3.3 Should the need arise to stop a practice session RED LIGHTS will be switched on at the Start Line and at all Marshals' Signalling Points around the circuit. This is the signal for all drivers to cease racing speeds, to slow to a safe and reasonable pace and to return to the START LINE, which will automatically become a Parc Fermé. Cars may not enter the pits unless directed to do so.

3.4 Qualification

- 3.4.1 Each driver should complete a minimum of 3 laps practice in the car to be raced and in the correct session in order to qualify for selection and order of precedence as set out in the MSA regulations Q4.5. The Clerk of the Course and or Stewards of the meeting shall have the right to exclude any driver whose practice times or racing are considered unsatisfactory as per MSA Regulation [Q 4.5.3].
- 3.4.2 A qualification session of a minimum of 15 minutes in duration will be provided,

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3.4.3 Grids will be formed using the finishing positions from the qualifying session.

3.4.4 In a case where two races are scheduled and only one qualifying session can be scheduled the finishing order of race one will dictate the grid order for race two. Any cars which are not classified in the 1st race may take up position on the back of the grid for the 2nd race in reverse order of retirement from the 1st race.

3.5. Races

3.5.1 Normal race length will be 60 minutes unless otherwise stated.

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) in the formation as specified on the Track Licence for the Circuit.

3.6.2 The Countdown procedures shall be:

Standing Starts

1 minute to start of Green Flag lap - Start Engines/Clear Grid.

30 Seconds - Visible and audible warnings for the start of Green Flag lap.

At certain venues and under certain conditions two green flag laps may be given. This will be notified at the venue.

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

3.6.5 Any drivers unable to start the Green Flag lap or start are required to indicate their situation as per MSA Regulation [Q 12.13.2]. Any drivers unable to maintain grid positions on the Green Flag to the extent that all other cars are ahead of them may complete the Green Flag Lap. They 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 After the Green Flag lap has been completed and once the starter is satisfied that the cars are ready, a 5 Second Board will be shown to indicate that the start lights are imminent. The race start is when the red lights go out. In the event of any starting lights failure the Starter will revert to use of the National Flag.

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 all Marshals Signalling Points around the circuit. This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the starting grid area, which will automatically become a Parc Fermé area.

Cars may not enter the pits unless directed to do so. Work on cars already in the pits must cease when a race is stopped.

3.7.2 **Case A – Less than two laps completed by the race leader.**

The race will be null and void. The race will restart from the original grid positions. Competitors unable to take the restart may be replaced by reserves who will start from the back of the grid in reserve order. Gaps on the grid should not be closed up. The length of the restarted race will be determined by the Clerk of the Course.

3.7.3 **Case B – More than two laps completed by the race leader but less than 75% of the scheduled distance.**

The race will restart from a grid set out by the finishing order of part one (as per MSA Regulation [Q 5.4.2]) The result of the race will be the finishing order of part two. The length of the restarted race will be determined by the Clerk of the Course.

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3.7.4 Case C - More than 75% of race completed

If the leader has completed more than 75% of the race distance or duration it shall not be restarted and the results will be declared in accordance with MSA General Regulations Q5.4.3, unless the Clerk of the Course, in consultation with the Stewards, deem it appropriate to restart the race.

3.8 Rescrutiny

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

3.9 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 the Pit Lanes.

3.9.3 Refuelling

May only be carried out in accordance with the MSA Regulation [Q 13], Circuit Management Regulations and SR's or Final Instructions issued for every meeting.

3.9.4 Speed Limit

The pit lane speed limit will be 60km/hr.

3.9.5 Pit Stops

Pit stops and driver changes will take place in front of each teams allocated pit garage or pit area ("the pit box").

During the race a mandatory pit stop must take place under the responsibility of the team manager. It will, however, be of a controlled duration. Before the start of the meeting all competitors will be notified of the elapsed time by championship bulletin.

The pit stop will take place once the 23rd minute has started and before the start of the 37th minute of the race ("the mandatory pit stop window") i.e. after 23 minutes 0 seconds and before 36 minutes 59 seconds since the start of the race (extinguishing of the red lights).

Timing for the pit stop begins when the car triggers the timing loop at the pit lane entry. The stop is considered to be complete when the car triggers the timing loop at the pit lane exit.

It is permitted to enter the pits at any time for repairs or driver changes.

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 their helmets on and harnesses done up while on the circuit or pit lane.

3.11 Results

All Practice Timesheets, Grids, 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 to their cars for the purposes of accurate timing. Holders for these and detailed fitting instructions will be issued with the transponders and it will be the responsibility of the competitor to fit these in the car in the position and manner specified. The Modules must be in place and functioning correctly for all 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.

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

3.13 Qualification Races

In the event of 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 CHALLENGE 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) & (b)].

For infringements deemed to be of a more serious nature the Clerk of the Course and/or Stewards of the Meeting are empowered to invoke the provisions of Regulation [C 3.5.1 (c)].

4.2 Infringements of Non-Technical MSA Regulations and the Sporting Regulations Issued for the Challenge

4.2(a) The Clerk of the Course reserves the right to impose a 'Stop-Go Penalty/Drive Through Penalty' in accordance with MSA Regulation [Q 12.6].

4.2.1 In order to maintain standards of conduct, the Challenge Coordinator will monitor all Officials/Observers reports of adverse behaviour at race meetings. If any individual is included on two such reports during one racing season they will receive a written warning from the Challenge Co-ordinator that their driving/behaviour is to be specifically observed at future race meetings. Any adverse reports during this period of observation could result in official MSA action and will result in a Challenge Stewards' enquiry, with possible loss of Challenge points and refusal of further race entries, are the discretion of the organisers.

4.2.2 The Clerk of the Course may impose those penalties as set out in Championship Regulation 2.1.

5. TECHNICAL REGULATIONS

5.1 Introduction

The following Technical Regulations are set out in accordance with the MSA specified format and it should be clearly understood that if the following texts do not clearly specify that you can do it you should work on the principle that you cannot. Competitors are advised to read MSA Regulations [J 4], [J 5], [Q 19], Section B Nomenclature & Definitions and Section L .

5.2 General Description

The Saker Challenge is for Competitors participating in cars manufactured by Saker Sportscars.

Invitation Class

The organisers reserve the right to invite other vehicles to race in the invitation class. These vehicles must comply with the relevant Series/Challenge regulations in which the vehicle was originally built to race in. If the weight of this is below 838 KG the car must have weight added so that the cars weight without driver is 838 KG if a sequential gearbox is used and 800 KG if an H pattern gearbox is used.

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 Challenge to designate any one or more of the competing cars for special eligibility scrutineering which will be checked by the Eligibility Scrutineer (or his nominated deputy) and the Series Technical Advisers. 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 Challenge 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 organisers reserve the right to re-inspect vehicles at any time during the course of the season, should there have been a regulation infringement or circuit incident.

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

The Challenge organisers may at any time have a car sealed by the MSA Eligibility Scrutineer for the Challenge. That car will be checked by Saker Sportscars.

5.3 Safety Requirements

The following Articles of the current MSA Yearbook Section K Safety Criteria Regulations will apply [K 1.2.1] & [K 1.2.2], [K 1.2.3],[K 1.2.4], [K 1.3.2] or [K 1.3.3], [K 3.1.2(a)] & [K 5], [K 6], [K 8],[K 9], [K 10], [K 11], [K 12] & [K 13],

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5.5 Chassis

As supplied Saker Sportscars.

5.6 Bodywork

As supplied by Saker Sportscars. No modifications are permitted unless written permission from the JPR Group or Saker Sportscars.

5.6.1 Modifications Permitted

It is permitted to add extra venting on the side windows.

5.7 Engine

As supplied by Saker Sportscars. No modification are permitted, to this end all engines are sealed.

5.7.1 Oil System

As supplied by Saker Sportscars. Extra cowling may be added to duct air to the oil cooler.

5.7.2 Water System

As supplied by Saker Sportscars. Extra cowling may be added to duct air to the radiator

5.7.3 ECU

As supplied by Saker Sportscars. No modifications are permitted. The ECU and it's software will be checked by Saker Sportscars officials.

5.7.4 Turbo

No modifications permitted

5.8 Suspension

5.8.1 As supplied by Saker Sportscars. No modifications permitted

5.8.2 Wheelbase

No modifications permitted.

5.9 Transmission

5.9.1 As supplied by Saker Sportscars. No modifications are permitted to this end the gearbox is sealed. Teams may use either H pattern or Sequential gearbox.

5.10 Electrics

5.10.1 Exterior Lighting

Free. All lighting must be operational at all times on all classes.

5.10.2 Battery

As supplied by Saker Sportscars.

5.11 Brakes

5.11.1 As supplied by Saker Sportscars. No modifications permitted.

5.12 Wheels

5.12.1 As supplied by Saker Sportscars.

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5.13 Tyres

- 5.13.1 Only tyres manufactured by Avon Tyres may be used.
- 5.13.2 The following tyre sizes are mandatory
Tyre size, front slick 8.7/21.5-15 (6460), rear slick 10.5/23.0-15 (4301), front wet 190/570R15, rear wet 240/600R15.
- 5.13.3
- (a) The competitor/team is only allowed one set of slick tyres per race meeting.
 - (b) If a tyre is damaged during an event it may only be replaced with the agreement of the Series Eligibility Scrutineer. This replacement may be a used tyre with similar wear.
 - (c) During the event, random checks will be carried out to ensure that the tyres used carry the correct serial numbers/markings for the event. The minimum penalty for non-compliance will be exclusion from the event.
 - (d) Wet weather (treaded) tyres will not be subject to this number limiting regulation, except that it is not permitted to use wet weather tyres on dry tracks during timed practice.
 - (e) Tyre must only be used in the standard condition as supplied by the manufacturer. The application of any material (liquid, solid or gas) to any part(s) of the tyre is forbidden. The only exceptions are the use of pure or domestic water for cooling purposes & lubricants applied to the tyre bead for fitting purposes. The organisers reserve the right to take samples of the tyre material at any time for laboratory analysis.
 - (f) The use of any heating/heat retention devices, tyre treatments, & compounds is prohibited.
 - (g) Given the variable format of racing the organisers reserve the right to waive the tyre quantity control ruling at certain meetings. Competitors will be notified (in writing) should such a waiver be in force.
 - (h) Unless authorised by Saker Sportscars, all slick tyres must carry a unique BAR code and this must be given to the Scrutineer or Technical adviser before qualifying begins.

5.14 Minimum Weight Limit

The minimum weight of the Saker Sprint is 786 KG and the GT is 838 KG with a sequential gearbox and 826 KG with an H pattern gearbox. This weight is defined as the weight of the vehicle in running order i.e. in race trim, containing sufficient fluids to enable it to be driven. It will be regularly checked, without the driver seated & the limit takes into account circuit weighbridge discrepancies.

5.15 Fuel Tank

- 5.15.1 As supplied by Saker Sportscars. The tank must remain in the standard location as designed.
- 5.15.2 **Fuel**
Fuel is to be pump fuel as defined in the current MSA Yearbook [MSA Regulations 'Nomenclature and Definitions see Pump Fuel)].
- 5.15.3 Refuelling is not permitted during the race.

5.16 Silencing

- 5.16.1 **Exhaust**
As supplied by Saker Sportscars. It may only be repaired or replaced using unmodified factory spare parts.
- 5.16.2 **Silencing**
Vehicles must be silenced in accordance with MSA Regulation [J 5.17] and [J 5.18]

5.17 Competition Numbers/Decals

- 5.17.1 **Positions**
Numbers must be displayed in accordance with MSA Regulation [J 4].
- 5.17.2 **Suppliers**
Numbers are for sale and BRSCC decals (which must be displayed on each side of the car in an un-obscured manner) are available at signing on at each BRSCC meeting.

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5.17.3 Challenge Decals

Competitors must display in unaltered form on the outside of their cars such Challenge sponsors and organisers' decals and / or stickers as the organiser may supply. The Organisers decals, logos and graphics must be placed in the positions as shown on any officially issued layout form.

5.18 Radio Communication

The use of pit to car communication is permitted in accordance with MSA Regulation [Q 8.1.10]

5.19 Data Logging

The use of data loggers is permitted

5.20 On Board Cameras

The use of on-board cameras is permitted but must be made available to officials on request

6. APPENDICES

6.1 Race Organising Club And Contacts

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

BRSCC H.Q. BRSCC
Homesdale Business Centre
Platt Industrial Estate
Maidstone Road
Borough Green
Kent
TN15 8JL

Tel: 01732 780100
Fax: 01732 885783

6.2 Commercial Undertakings

The Saker Challenge and all intellectual rights and properties are owned solely by Saker Sportscars.

6.2.1 Vehicle Presentation

The presentation of the car is fundamental to the profile of the Challenge and its audience. Therefore in considering whether to permit any car to race, at any point during the season, the organisers will regard as paramount the presentation of the car. In taking into account its appearance inherent in which is the standard of its presentation (including interior) they may exclude any car which they consider may prejudice the reputation of the Challenge 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

6.2.2.1 All glass areas must remain clear and unobstructed by decals/advertising or any other obstruction unless these regulations specify different or approved by the Challenge Co-ordinator.

6.2.2.2 All surfaces, which have not been claimed for stickers by the Challenge, it's sponsors or used for the application of starting numbers, are free for use. The Challenge 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 Challenge Co-ordinator.

6.2.3 Vehicle Decals & Overall Patches.

The Saker Challenge decals must be positioned on the vehicle in a clear unobstructed manner in locations as per the drawing specified by the Co-ordinator.

All Challenge Drivers/Vehicles must display a Challenge Sponsor's decal positioned on the top section of their windscreen and a cloth patch sewn on to their Race overalls in the position as stated by Saker Sportscars, if not a fine will be imposed. Saker Sportscars reserve the right to add to this requirement (in writing) during the Challenge season.

6.2.4 Promotional Activities.

Drivers may be required to co-operate with promotional activities e.g. pits walkabouts, spectator rides & driver parades.

6.3 Challenge Registration

All drivers wishing to compete in the 2011 season of the Saker Challenge must register with Saker Sportscars. This is done by completing the registration form below. Your signature on this form confirms your agreement to abide by the Rules and Regulations of the Saker Challenge along side those of the MSA Ltd. Please note it is the driver who must register. If you intend a second person to drive the car additional registration forms are available from Saker Sportscars.

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Saker Challenge 2011 Registration Form

Entrant

Full name of Entrant	<input type="text"/>		
Address	<input type="text"/>		Post Code <input type="text"/>
Contact Name	<input type="text"/>		
Telephone	Daytime <input type="text"/>	Evening <input type="text"/>	Mobile <input type="text"/>
Email	<input type="text"/>		

Driver

Name	<input type="text"/>		
Address	<input type="text"/>		Post Code <input type="text"/>
Telephone	Daytime <input type="text"/>	Evening <input type="text"/>	Mobile <input type="text"/>
Email	<input type="text"/>		
Occupation	<input type="text"/>	Date of Birth <input type="text"/>	<input type="text"/>
Licence & Club	MSA Licence Grade <input type="text"/>	MSA Licence No. <input type="text"/>	BRSCC Membership No. <input type="text"/>
			BRSCC Membership Expiry <input type="text"/>
Car Details	Transponder No. <input type="text"/>		Body Colour <input type="text"/>

Race Number Allocation

Upon acceptance of your registration your competition number will be allocated. This will usually be the last two numbers of the chassis number

Declaration

I wish to register as a competitor for the 2011 Saker Challenge, which is organised by Saker Sportscars. In signing this registration form, I undertake to abide by the Rules and Regulations set out in the 2011 Saker Challenge Regulations and confirm receipt of a copy of the same. I also undertake to abide by the Rules and regulations of the MSA Ltd. The Driver and the Entrant hereby authorise Saker Sportscars to use and license the use of images and representations of the driver and team paraphernalia including (in so far as the same appear on clothing worn by the driver in the Saker Challenge) the logo and decals of all sponsors of the driver and/or the entrant for the purpose of producing merchandise exploiting the reputation of the challenge.

I further undertake to abide by any future amendments of clarifications that are sent to me by the JPR Group, BRSCC or the MSA Ltd during the course of the 2011 season.

I also understand that the Saker race car is neither registered nor approved for use on the public highway.

Name

Signature

Date

Please return completed registration form to
Saker Sportscars
Blackwood Farm, Leek Old Road, Rudyard, Leek, Staffordshire, ST13 8PW
Tel (01538) 306921 Fax (01538) 306919