

g) **BODYWORK.**

The bodywork must conform to the manufacturers silhouette above the centre line of the wheels. The bodyshell and/or chassis must be of the same material as originally specified. No body panels may be replaced by panels constructed of a material different than originally specified, except engine and boot covers. No additional holes or power bulges are permitted in these two items. Modifications to the floor pan and inner wheel arches are prohibited.

Wheel arch extensions may be fitted but must not exceed 2 inches in width at any point, except where available as a factory option.

h) **INTERIOR FIXTURES & FITTINGS.**

Removal of seats and interior trim (with the exception of carpets/floor mats), is prohibited.

Front seats may be replaced by fully trimmed "competition" seats. Rear seats must remain as original and be fitted.

Windscreen may be replaced by one constructed of laminated glass. The construction material of all other windows may not be changed and the opening mechanism, as specified by the manufacturer, must remain fitted and be operable.

Internal safety roll-over bar(s) may be fitted, but no suspension loads may be fed into them.

Classes B1, B2 & B3.

i) **ELIGIBILITY.**

Cars eligible for this category include Kit Cars, Replica Cars and any other cars manufactured after 1.1.1972, in limited numbers. Kit Cars must be, or have been listed in "Kit Car" magazine, plus any other car ever available in kit or component form, unless eligible for Classes A1 to A4.

All cars must be fully road legal, carry a valid tax disc and have a valid MOT certificate, where applicable, for that vehicle. Cars must comply in all ways with the Road Traffic Acts and Construction & Use regulations. Cars must also conform to the MSA Vehicle Regulations for Speed Events.

All cars in these classes must also comply with 2b) i) to vii), c), e) and f) above.

Cars defined as complying with the above, are NOT eligible to contest classes A1 to A4.

Onus of proof of eligibility of these classes rests with the competitor.

j) **ENGINE.**

Only one engine may be fitted. Car engines must comply with regulation 2b). Motorcycle engines must be, or have been, offered by a manufacturer for a production motorcycle.

k) **ELECTRICAL.**

All exterior lighting, including headlights, side, tail and indicator lights, must be fitted and function to MOT requirements. A battery and starter motor capable of repeated starts must be fitted and operable by the driver whilst normally seated.

A fully operational alternator/generator must be fitted. A charge indicator light, functioning in the same mode as the original, must be fitted and functional.

Classes C1, C2, C3 & C4.

l) **ELIGIBILITY**

Cars conforming to the MSA definition of Modified Production Cars (Hillclimbs & Sprints). PLUS any other Saloon or Sports Cars, homologated or otherwise, manufactured in small numbers, which are not eligible for classes A1 to A4.

Rally Cars or Sports Cars, which at any time were homologated into Group B, are prohibited.

Classes C5, C6 & C7.

m) **ELIGIBILITY.**

Eligible Kit Cars must be, or have been, listed in "Kit Car" magazine, plus any car ever available in kit or component form, unless classified as eligible for Classes C1 to C4.

n) **ENGINE.**

Only one engine may be fitted. Car engines must comply with regulation 2b). Motorcycle engines must be, or have been, offered by a manufacturer for a production motorcycle.

Classes D1, D2 & D3.

o) **ELIGIBILITY.**

Cars shall conform to the current MSA definitions for Sports Libre Cars:- Special Saloons; Hillclimb Super Sports Chassis Cars; Sports Racing Cars and Group B Sports Cars (Rally Group B) [L.12.1].

PLUS cars which are ineligible for any other class, but are deemed acceptable in the championship by the Eligibility Scrutineer.

FOREWORD

The Devon4Motorsport Partnership comprising North Devon Motor Club, Plymouth Motor Club and Torbay Motor Club would like to invite you to take part in a Speed Sprint around at Mansell Raceways, Dunkeswell.

Now in our eighth year, we are certain that our 1.8 lap, 1241 metre course on the kart circuit will prove to be as popular as ever.

Thank you for your interest and we look forward to seeing you on the day.

D4M team

REGULATIONS

11 May 2008

**for lots of interesting D4M stuff,
including downloadable regulations and results ON-LINE, go to**

www.devon4motorsport.com

DUNKESWELL SPRINT 11th May 2008

SUPPLEMENTARY REGULATIONS

- 1 **Announcement** North Devon Motor Club. will promote a National "B" status Sprint on Sunday 11th May 2008 at Mansell Raceways, Dunkeswell, Near Honiton, Devon. Map reference of circuit entrance 192 / 132 085.
- 2 **Jurisdiction** The event will be held under the General Regulations of the Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA), these Supplementary Regulations and any written instructions the organisers may issue for the event.
- 3.1 **Championships & Permits** MSA Permit No: TBA
The event is a 2008round of the:
Torbay Motor Club Speed Championship 2008, Championship Permit No. CHS2008/67 (D)
- 3.2 **Eligibility** The event is open to:
Fully elected members of the organising Club;
Fully elected members of member clubs of the ASWMC & ACSMC;
Note. Anyone wishing to enter must be in possession of an appropriate grade of Competition Licence.
- 4 **Time Schedule** The format of the event will be as follows:

Signing-on	Marshals	08:00am - 11:30am
	Drivers ¹	08:00am - 12 noon
Scrutineering ²		10:00am - 12 noon
Drivers Briefing ³		11:30am (attendance mandatory)
Practice		12 noon
First Timed Run		On completion of practice.

NO COMPETITION CAR ENGINES TO BE RUN BEFORE 09:00 OR BETWEEN 11:00 AND 12 NOON. THIS INCLUDES GETTING YOUR CAR OFF ITS TRAILER. PADDOCK MARSHALS ARE INSTRUCTED TO REPORT TO THE CLERK OF THE COURSE ALL INSTANCES OF ENGINES BEING RUN DURING THESE TIMES.

Note 1. Any competitor not signed on by 12 noon may be excluded.
Note 2. Drivers of vehicles awaiting Scrutineering inspection in paddock space must leave somebody with the vehicle (remember helmet and overalls) whilst walking the course.
Note 3: The drivers briefing will be held on the kart grid outside Race Control.
Note 4: All servicing must be carried out on a tarpaulin or ground sheet
Note 5: Noise levels are being monitored, therefore Vehicles causing excessive engine/tyre noise will be excluded.

- (d) There will be no designated tyre warming area. The practice of wheel-spinning (tyre warming) prior to the start line will not be permitted.
 - (e) All artificial methods of tyre warming will be prohibited.
 - (f) The finish line will be identified by chequered boards .
- 22 **Red Flags and Baulking** For a short period, there will be two cars on the course at the same time. Red flags will be used if a baulk occurs (I.44).
 - 23 All other general regulations of the MSA apply as written.

APPENDIX A

For the purposes of this event, choice of tyre manufacturer is free subject to compliance with this Appendix. Those competing in championships where tyre choice is restricted are responsible for ensuring compliance with the championship regulations.

Classes A1, A2, A3 and A4 must comply with the following:

- a) ELIGIBILITY.
Any Series Production Saloon or Sports Car, plus Limited Production Cars manufactured before 01.01.1972. Exceptions are, irrespective of date of manufacture, Lotus 7 and all derivatives therefrom. All cars must be fully road legal, carry a valid tax disc and have a valid MOT certificate, where applicable. Cars must comply in all ways with the Road Traffic Acts and Construction & Use regulations. Cars must also conform to the MSA Vehicle Safety Regulations for Speed Events. The use of TRADE PLATES is prohibited. The Devon4Motorsport reserve the right to re-classify any car in the interests of maintaining parity within the category.
- b) ENGINE.
 - i) Where cars are, or have been, offered by the manufacturer with alternative body styles, e.g. saloon, coupe, roadster, GT etc. An engine offered for any manufacturer listed bodystyle is acceptable.
 - ii) The engine MUST remain in the same position and orientation as that originally specified by the manufacturer
 - iii) Cylinder block and cylinder head must have the same construction and material as the original engine, including alternatives as in i).
 - iv) It must have the same number of cylinders as the original.
 - v) It must have the same number of valves per cylinder and the same method of valve operation as the original.
 - vi) All other components and modifications are without restriction.
 - vii) Engine capacity may be increased by boring and/or stroking, but must always remain within the maximum for the class.
- c) GEARBOX / FINAL DRIVE.
The gearbox and differential casings must be as originally manufactured, and retained and fitted in their original positions. The ratios and other internals are free.
- d) SUSPENSION.
Suspension must be of the same type and method of operation as that offered by the manufacturer for the vehicle. Shock absorbers are free as to type, method of operation and position of location. The addition or change of anti-roll bar(s), anti-tramp bar(s) and stabilising bar(s) is allowed.
- e) WHEELS.
Wheel sizes are free but must all be of the same diameter, unless different diameters are fitted as standard by the manufacturer.
- f) TYRES.
Any radial ply tyre is allowed which is fully Road legal and capable of acceptance by an Annual Department of Transport Vehicle Inspection (MOT Test). Tyres marked 'Racing Purposes Only', or similar wording are not allowed. Cross ply tyres are not allowed.
The maximum sizes are as follows;
Classes A1, not greater than 185 section or lower than 60 aspect ratio.
Classes A2, A3, A4 & B1, not greater than 205 section or lower than 55 aspect ratio.
Classes B2 & B3, not greater than 225 section or lower than 55 aspect ratio.
Cars with tyres offered as manufacturers standard or optional fitting, of wider section or lower aspect ratio than shown above, may be eligible to use either those tyres, OR tyres conforming to the above criteria. The onus of proving eligibility to use non-complying tyres is the responsibility of the competitor.

16.1. The competitor MUST telephone the Secretary of the Meeting prior to the day of the event, to advise of his/her intention to withdraw. If the Secretary of the Meeting is temporarily unobtainable, a message recorded by the competitor offering clear identification will be acceptable.

16.2. The competitor MUST also provide written and signed confirmation of withdrawal, which shall only apply to his/her individual entry, for receipt by the Secretary of the Meeting on or before the Wednesday immediately following the event.

16.3. In all cases, the competitor must communicate with the named **Secretary of the Meeting** in SR17, and no other person, for the specific event from which he/she wishes to withdraw.

The Officials of the meeting are:

MSA Steward	appointed by MSA	
MSA Scrutineer	Mr. John Cooper	01208 863406
MSA Environmental Scrutineer	Mrs. Lynn Palmer	
MSA Timekeeper	TBA	
Club Stewards	Mr TBA, TBA	
Clerk of the Course	Mr. John Hill	
Deputy Clerk of the Course	TBA	
Assistant Clerk of the Course	Mr. Rodger Harvey	
Chief Marshal	Mr. Robert Cocker	01271 814019
Chief Medical Officer	Dr. Stuart Hateley	
Race Rescue	West Country Rescue	
Results Service	South West Timekeeping	
Secretary of the Meeting:	Mrs Jill Hayward	01271 850570
	1 Plaistow Barton Cottages, Sherwell, Barnstaple,	
	EX31 4LF	

18 Event insurance covering Third Party damage whilst on private land currently carries an excess of £250 per incident. The organising Club reserves the right to recover the cost of repair of any Third Party damage, up to a maximum of £250 per incident, from the entrant of the vehicle which causes such damage.

19 **Provisional Results** will be published in accordance with Regulation A.61.

Any protest / appeal must be lodged in accordance with Section C.(d).

20 **Starting order** Competitors will run in class and numerical order.

Cars will start singly at intervals of approximately 45 seconds. Competitors MUST be ready to take their runs and to comply with the paddock official's instructions throughout the day or be prepared to forfeit their run.

Second (A) drivers will take their runs as far as practicable at the end of each class.

- 21 (a)The starting signal will be a green light. **NOTE. There will be NO red light**
(b)The method of timing will be by light beam activated electronic clock.
(c)Timing commences when the light beam is broken by the vertical timing strut on the front of the car. Timing struts will be matt black over its total area (254mm x 51mm). The bottom of the strut will be no more than 200mm from the ground and the top not less than 454mm from the ground. No other, or further forward, part of the vehicle may interrupt these dimensions or actuate the timing. (I.67)

5 **Track details** The course is 1241 metres in length and has a minimum width of at least 8 metres. It also has a new surface and understandably, the circuit owners are anxious it stays in pristine condition. Therefore, fluid leakages of any type will mean your vehicle will not be allowed onto the track. Similarly, if during a run, your vehicle develops water, fuel or oil leakage, however small, you must STOP immediately and follow officials instructions. The course consists of right-hand and left-hand bends and hairpins and two longish straights. If all four wheels leave the boundaries of the course, the run will be deemed a "fail".

Boundaries will be defined by coloured lines edging the circuit, tyre walls, kerbs, penalty markers and cones. Striking a penalty marker (traffic cone) will incur a 10 second time penalty.

6 **Classes**

The event will run to the following class structure. Cars competing in any Championship must comply with the appropriate technical regulations for that Championship.

All cars entered in these championships will be re-classified for marking purposes into the appropriate championship class. See 6.1 below.

The event will operate according to the following classes and order:

Class A1: Series Production Road Cars up to 1400cc.

Class A2: Series Production Road Cars over 1400cc up to 1800cc.

Class A3: Series Production Road Cars over 1800cc up to 2600cc.

Class A4: Series Production Road Cars over 2600cc.

Class B1: Limited Production Road Cars car engine up to 1400cc, M/C engine up to 875cc.

Class B2: Limited Production Road Cars, car engine 1401 - 1800cc, M/C engine 876 - 1125cc

Class B3: Limited Production Road Cars car engine over 1800cc, M/C engine over 1125cc.

Class C1: Modified Production Saloons & Sports Cars up to 1400cc.

Class C2: Modified Production Saloons & Sport Cars over 1400cc up to 1800cc.

Class C3: Modified Production Saloons & Sports Cars over 1800cc up to 2600cc.

Class C4: Modified Production Saloons & Sports Cars over 2600cc.

Class C5: Modified Production Kit Cars, car engine up to 1400cc, M/C engine up to 875cc.

Class C6: Modified Production Kit Cars, car engine 1401 - 1800cc, M/C engine 876 - 1125cc.

Class C7: Modified Production Kit Cars, car engine over 1800cc, M/C engine over 1125cc

Class D1: Sports Libre Cars up to 1400cc.

Class D2: Sports Libre Cars over 1400cc up to 1800cc.

Class D3: Sports Libre Cars over 1800cc.

Class E1: Racing Cars up to 600cc.

Class E2: Racing Cars over 600cc up to 1100cc.

Class E3: Racing Cars over 1100cc up to 1600cc.

Class E4: Racing Cars over 1600cc up to 2000cc.

Important points relating to Classes and Vehicles

- 6.1. When completing Entry Form, drivers are reminded to indicate the event class and championship class (which may be different) for correct points allocation.
- 6.2. All vehicles must comply with the appropriate MSA regulations for the event.
- 6.3. The onus of responsibility for the eligibility of vehicles competing in championships rests with the entrant/competitor. Where disputes occur relating to vehicle compliance, the onus will be on the competitor to satisfy the organisers NOT the organisers to prove compliance.

- 6.4. Cars in Classes B1 to E3 must conform to relevant definitions in Section I of the MSA Competitors Yearbook 2008.
- 6.5. Cars with engines using non-diesel fuel and fitted with forced induction will be subject to a 40% capacity increase (I.49). Cars with engines running on diesel fuel will be subject to a 30% capacity reduction.
- 6.6. All vehicles must be fitted with a silencer at all times. A sound test will be carried out on all cars prior to practice. (C.(b).24).
- 7 **Practice & Event Runs** Competitors will be allowed two practice runs as per I.7. (b) although Regulation I.8 will be enforced, in addition competitors will be permitted to walk the course after 11.00am. Circumstances permitting, competitors will be given the opportunity of a minimum of two event runs of 1.8 laps each, best time to count.
- 8 **Competitor Numbering** Competitors are responsible for providing their own competition numbers as per Regulation C.(b).6 and I.30. Drivers of shared cars must ensure that the correct number is displayed for each run. Second drivers will share the same number as first drivers with the addition of a 'A' suffix (A must be at least 50% size of main number). Times set by cars not correctly identified may be disallowed.
- 9 **Paddock** Each competitor will have space allocated to their competition car in the paddock. Cars must be unloaded as instructed on arrival and trailers parked as directed by the officials as quickly as possible to avoid congestion. Due to complaints from local villages, competition car engines must not be run before 09:00 & between 11:00 and 12 noon, unless directed by event officials. **Bicycles, skateboards, rollerblades, pit bikes & mini-motos are not permitted anywhere on the venue.**
- 10 **Awards** will be presented as follows:
- | | |
|---|-----------|
| Fastest Time of the Day | An Award. |
| First In Class (subject to minimum 3 entries) | An Award. |
| Second In Class (subject to minimum 4 entries) | An Award. |
| Third In Class (subject to minimum 8 entries) | An Award. |
| Fourth In Class (subject to minimum 12 entries) | An Award. |
- The number of awards for each class will be determined by the number of entries received by the close of entries date in SR13, not the number of entries in the class on the day of the event. Prizes will be awarded as soon as practically possible after declaration of the Results. No competitor may win more than one award other than those marked *. Regrettably the organisers cannot forward awards not collected at the prize giving.
- *Perpetual Awards remain the property of the Club shown in SR1 and must be returned upon request. NDMC performances will be judged for the purpose of awarding the Ray & Sheila Liverton Trophy.
- 11 **Number of Entries** The maximum entry for the event is 85, the minimum is 50. The minimum for each class is 3. A driver may not enter in more than one car and a car may be shared by not more than two drivers.

- 12 **Organisers rights regarding Entry levels** Should any of the above minimum figures not be reached the organisers have the right to either cancel the meeting or sub-divide, add, delete or amalgamate classes as necessary. Amalgamations will be posted at the conclusion of documentation and will be final.
- 13 **Entry List** The entry list opens on publication of these Regulations and closes finally on **26th April 2008**. We anticipate the venue to prove extremely popular, we therefore advise entries should be submitted as early as possible to avoid disappointment.
- 14 **Entry Secretary** Entries should be sent to:
Mrs Jill Hayward, 1 Plaistow Barton Cottages, Sherwell, Barnstaple, EX31 4LF.
 Telephone enquiries (before 21:00hrs please) to **01271 850570**.
 Regulations requests by answering machine: remember to leave your name, full address and contact telephone number.
 Enquiries relating to vehicle eligibility should be directed to MSA Scrutineer, see officials list SR 17. All other enquiries may be directed to Secretary of the Meeting, see officials list SR17.
- 15 **Include with your Entry:**
1. A completed Entry Form for each driver.
 2. Full Entry Fee by cheque (or valid voucher) for each driver.
- Entries without full fee enclosed but containing references such as "voucher promised", "awaiting refund" etc, will be rejected. In these cases, send a cheque to substantiate your entry until voucher/refund is issued, at which point your cheque will be returned.
- 16 **Entries**
- Fees-**The entry fee for the event shall be **£75** (seventy five pounds) and all cheques must be made payable to **Devon 4 Motorsport**.
 Late entries, received after the closing date, may exceptionally be accepted, subject to a fee of **£85** (eighty five pounds) which will be strictly non-refundable. In all cases, post-dated cheques will NOT be accepted.
 Charges up to £10.00 will be levied in the event of a cheque requiring re-presentation. This does not preclude the application of C.(c).1.(h)
- Acknowledgement & selection of entries-** Receipt of entries will be acknowledged which should not be construed as acceptance of entry unless specifically stated. Telephone entries will not be accepted.
 Entries will be selected at the organiser's discretion (C.(a).57).
- Withdrawal of entry-** Entries withdrawn and confirmed in writing to the Entry Secretary on or before the final closing date in SR13 will be refunded less £10.00 administration fee.
 Entries withdrawn after closing date and before day of event, subject to conditions shown below, may be offered choice of 50% refund (after administration fee has been deducted) or a single non-refundable and non-transferable part-paid entry voucher (£55) valid for any one of the remaining Dunkeswell Sprints in the same year.
 To qualify for 50% refund or voucher, competitors must fulfil **ALL** the following conditions: