



TIME ATTACK

2018 MSA Time Attack Provisional Championship Regulations



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**PLEASE NOTE:
THESE REGULATIONS
ARE CURRENTLY
PROVISIONAL AND
THEREFORE SUBJECT TO
CHANGE. WHEN ISSUED,
PLEASE REFER TO THE FINAL
APPROVED VERSION.**

Welcome to the 2018 MSA Time Attack Championship. Whether you are a returning competitor or a newcomer to Time Attack, we invite you to join us for a fantastic nine-round season that takes place at six on the UK's top circuits and includes three double-header weekends.

These Supplementary Regulations are set out in accordance with the MSA General Regulations, specifically Section (B) Nomenclature and Definitions (page 62) and Section (S) 17.1.1 (page 349) in the 2018 Yearbook. In addition, they are compiled taking into account the experience of previous seasons and the unique format of Time Attack.

It is imperative that you read the following information thoroughly, even if you have competed before, to ensure that you are fully aware of any changes and amendments that have been made to that of previous years' regulations. These are shown in red.

1. SPORTING REGULATIONS – GENERAL

1.1 Title & Jurisdiction

The 2018 MSA Time Attack Championship is organised and administered by Club Time Attack, in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (MSA) (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

MSA Time Attack Championship: Permit no: **TBC**
Grade: D

1.2 Championship Officials

1.2.1 Championship Co-ordinator

Simon Slade

MSA Time Attack Championship, Klear House, Windsor Ind Est, New Rd, Sheerness, Kent ME12 1NB

Tel: +44 (0)1935 424873 / Mob: +44 (0)7966 153555 / Email: simon@timeattack.co.uk

1.2.2 Championship Clerk of the Course

Alec Short

MSA Time Attack Championship, Klear House, Windsor Ind Est, New Rd, Sheerness, Kent ME12 1NB

Tel: +44 (0)1795 581366 / Email: info@timeattack.co.uk

1.2.3 Championship Eligibility Scrutineer

Mike Mattison

MSA Time Attack Championship, Klear House, Windsor Ind Est, New Rd, Sheerness, Kent ME12 1NB

Tel: +44 (0)1795 581366 / Email: scrutineer@timeattack.co.uk

1.2.3 Deputy Championship Eligibility Scrutineer

Andy Stone

MSA Time Attack Championship, Klear House, Windsor Ind Est, New Rd, Sheerness, Kent ME12 1NB

Tel: +44 (0)1795 581366 / Email: info@timeattack.co.uk

1.2.4 Championship Secretary

Graham Whitaker

MSA Time Attack Championship, Klear House, Windsor Ind Est, New Rd, Sheerness, Kent ME12 1NB

Tel: +44 (0)1795 581366 / Email: info@timeattack.co.uk

1.2.5 Championship/Club Stewards

TBC

Any three Championship of the named Stewards and the MSA Steward (who will be the chairman of the meeting) will constitute a quorum. In the event of any Championship Stewards listed being unavailable or being unable to consider any particular matter due to a perceived conflict of interests, the Organisers reserve the right to appoint an alternative Championship Steward or, if deemed to be necessary, more than one alternative Championship Steward.

1.2.6 Judges of fact

Refer to section (G) 10.1 – 10.3.1 in the current MSA Yearbook.

1.2.7 Changes of officials

Any changes to Championship Officials during the season will be notified in an official bulletin.

1.3 Competitor Eligibility

1.3.1 Entrants must be fully paid up valid membership card holding members of Club Time Attack, be registered for the Championship and be in possession of a current MSA Entrants Licence.

1.3.2 Drivers and Entrant/Drivers must be fully paid up valid membership card holding members of Club Time Attack, be registered for the Championship and be in possession of a current MSA Competition Licence as follows:

- Club Classes: non Race National B or higher
- Pro Classes: Race National B or higher
- Be in possession of a valid licence (featuring an E.U. flag) and medical, issued by the ASN of a member country of the European Union.

1.3.3 A competitor shall not take time off school to participate in motor sport without the prior written approval of their school. If participation in the Championship requires absence from school, 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 Championship.

1.3.4 All necessary documentation must be presented for checking at each round when signing on.

1.3.5 Competitors must ensure their entered vehicle complies with the conditions of eligibility and safety throughout warm up, practice, qualifying and final sessions.

1.3.6 Drivers who have not previously held a competition licence will be observed during Warm up and Practice sessions by the Clerk of the Course. It is the driver's responsibility to report this fact when signing on.

1.3.7 Any driver who has not competed in at least five car-races or Time Attack events, a yellow square measuring 7"x7" with a black diagonal cross of strokes 6" long and 1" wide, must be affixed to the rear of the car. In cases where organisers are unaware of the number of events contested, a driver may be asked to provide proof in order to remove the black cross. This can be done by gathering signatures from the Clerk of the Course following an event, submitting copies of the official results with the driver's name included on the finishers' list, or completing an upgrade card that can be downloaded from the MSA website and submitting this card to the Championship Secretary. It is a driver's responsibility to observe this regulation. Failing to do so will result in a penalty being applied or disqualification from the event.

- 1.3.8 Any driver who has held a competition licence in 2015, 2016, 2017 and 2018 with proof of finishing eight Rallycross or five Time Attack events during that time will be eligible to upgrade to a Race National B licence by passing a written exam and does not have to attend an ARDS course. MSA regulation H.8.2.4.

1.4 Registration

- 1.4.1 Drivers are invited to pre-register for the Championship by joining Club Time Attack. Pre-registration does not guarantee entry.
- 1.4.2 Championship registration is by invitation only and will commence from the publication of these regulations.
- 1.4.3 All drivers must apply for entry by completing and returning the official application form together with the correct fee for the full season:
- Club Classes:** Single payment option: Before 28/02/18: £2800 / After 01/03/18: £3150
Two payment option: £1260 before 28.02/18 + £1890 on 01/05/17
Deposit & six payments option: £800 + £425 on 01/05/18, 01/06/18, 01/07/18, 20/07/018, 01/08/18 and 01/09/18
- Pro Classes:** Single payment option: Before 28/02/18: £3375 / After 01/03/18: £3700
Two payment option: £1480 before 28/02/18 + £2220 on 01/05/18
Deposit & six payments option: £800 + £516.66 on 01/05/18, 01/06/18, 01/07/18, 20/07/018, 01/08/18 and 01/09/18
- Single Round Entry:** Club Classes: £360
Pro Classes: £420
- Invitation Class:** Club Classes: £400
Pro Classes: £500
- All prices include VAT.

Reference should be made to the championship entry form for further details and methods of payment (see regulation 6.1.8).

- 1.4.4 Phased Payment Plan Terms & Conditions: The phased payment instalment plan option is offered to and agreed by competitors by Time Attack Ltd to assist in spreading the cost of entry across a longer period to benefit a competitor by reducing the initial impact cost of entry to the Championship which they have freely chosen to enter. Consequently this arrangement between the competitor and Time Attack Ltd is binding and will stand as agreed until such time as all payments have been made by the competitor to Time Attack Ltd in full. Whether a competitor enters each and all events in the Championship, the amounts due on the specified dates will stand and must be paid in full without deduction, delay or offset regardless of cause. For the avoidance of doubt this covers all circumstances including but not limited to scenarios such as changes in personal circumstances, issues and problems with competing vehicles, damage, engine failure, team members etc. Any amounts paid may not be carried over to cover future events. Competitors entering into the payment agreement do so knowingly and agree that the amounts will be paid in full and on time as specified. No refunds for deposits or entry payments will be given at any time [including early and one off season payments] and the purchase of the entry and any payment plan is done so by the competitor on these terms alone. If payments are not made on time or are defaulted upon, Championship status will be revoked, points and achievements declared void and legal action to recover any outstanding amounts including any legal costs will be sought. The Championship has been organised for each competitor for an entire competition year and therefore the terms of payment, the commitment to them and the responsibility to pay on time and in full are unique and legally binding. Upon signing this form competitors will be bound by these payment terms [if chosen] in which case it shall supersede any previous agreements whether in writing or verbally. Any instalments that fall due and are not paid on time and become outstanding for a period longer than 5 days beyond the agreed date will incur and automatic admin surcharge of £20 to each payment which is late.
- 1.4.5 All applications will be considered by Time Attack organisers before entry is confirmed. This process includes allocation into the class deemed most appropriate. To achieve this, further details, proof of lap times and photographs of the competing vehicle may be requested. The organisers may require the vehicle to be observed on the track in order to establish performance. The decision regarding class allocation will be that of the organisers, who's ruling will be final.
- 1.4.6 Submission of the entry application form and the payment of the fee does not guarantee entry. Organisers reserve the right to refuse entry without giving a reason.
- 1.4.7 Competitors wishing to be assured championship entry should register and pay the entry fee before 1st April 2017. Competitors may register for the championship after this date and at any point during the season following agreement with championship organisers.
- 1.4.8 Registration numbers will be issued to each driver. These will be the permanent competition numbers for the season that will be allocated on a first-come, first-serve basis.

1.5 Championship Rounds

- 1.5.1 The 2018 MSA Time Attack Championship will be contested over nine rounds as follows:
- Round 1: Sunday 6th May - Cadwell Park (Full)
 - Round 2: Monday 7th May - Cadwell Park (Full)
 - Round 3: Sunday 24th June - Brands Hatch (Indy)
 - Round 4: Saturday 28th July - Oulton Park (Island)
 - Round 5: Saturday 18th August - Pembrey (1)
 - Round 6: Sunday 19th August - Pembrey (2)
 - Round 7: Saturday 15th September - Snetterton (200)
 - Round 8: Sunday 16th September - Snetterton (300)
 - Round 9: Sunday 14th October - Rockingham (International Super Sportscar Long)
- 1.5.2 All events are organised by Club Time Attack.
- 1.5.3 The main contact for entries is the Championship Coordinator. See regulation 1.2.1
- 1.5.4 Organisers reserve the right to amend the calendar at any time during the season. Details will be notified in an official bulletin. MSA regulation D11.1.3 will apply.

1.5.5 The Championship will organise a pre-season test and practice day at Cadwell Park on 28th March.

1.6 Point scoring

1.6.1 Drivers registered for the Championship will score points that will be awarded as follows:

Finishing position	Qualifying session	Final session	Establishing a new class lap record (Qualifying & Final sessions only)
1	5	15	1
2	4	12	-
3	3	10	-
4	2	8	-
5	1	6	-
6	-	5	-
7	-	4	-
8	-	3	-
9	-	2	-
10	-	1	-

1.6.2 Drivers who compete as a Single Round or Invitation Class Entry are ineligible to score championship points.

1.6.3 Classified finishers will be declared as per MSA Regulation S 9.5.3.

1.6.4 Championship points appeals are to be made in accordance with MSA regulation C6.5.

1.6.5 Competitors will count their best seven scores from nine rounds. The total of the points scored on these seven rounds will determine the final championship positions. Drivers excluded from results for sporting/technical infringements may not use that (those) event(s) as non-scoring round(s) for the purpose of overall championship placings.

1.6.6 Ties will be resolved in accordance with MSA regulation W1.3.4, as follows:

(a) By considering in the best scoring events of the competitors concerned, the number of first places or class wins.

(b) By considering the number of class or outright second places where there are no classes, and so on in the best scoring events.

(c) By considering the placings in all Championship events.

1.6.7 Drivers sharing a car during the season may combine their points score. Consequently, they cannot be classified as individuals. They will share the championship position and any awards that may be presented at the end of the year.

1.7 Awards

1.7.1 All awards are to be provided by Time Attack Limited.

1.7.2 Awards for each round

Trophies will be awarded for first, second and third place in each class.

A trophy will be awarded to the first Single Round Entry finisher in each class.

A trophy will be awarded for the best presented car.

A trophy will be awarded for the best presented team.

1.7.3 End of season Championship awards

A trophy will be awarded for first, second and third place in each class.

1.7.4 Additional awards

The Organisers reserve the right to introduce additional awards at any point before or during the season. These additions will be notified to competitors via an official bulletin.

1.7.5 Presentations

Trophies will be presented at the end of each round at a prizegiving ceremony. Drivers must attend these ceremonies unless given specific permission by the organisers not to do so. Racesuits must be properly worn by drivers collecting an award.

1.7.6 Title to All Trophies

Time Attack Limited holds the rights of title to all of the trophies. Therefore, in the event of Provisional Results or Championship tables being revised after the awards have been presented, if a driver's position has changed, any previously allocated trophies must be returned in good condition within seven days.

1.7.7 Entertainment Tax Liability (prizes)

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.

1.8 Documentation

1.8.1 These Championship Regulations, together with the 2017 MSA Year book, set out the rules for the 2017 MSA Time Attack Championship and all of its eight rounds

1.8.2 Competitors will receive a set of Final Instructions before every round. These are to be regarded as an official bulletin and will carry the same force as the Championship Regulations.

1.8.3 A further official bulletin may be issued to competitors prior to each round.

1.8.4 Competitors will be notified of any changes, additions or deletions to these Championship Regulations via an official bulletin.

2. SPORTING REGULATIONS - JUDICIAL PROCEDURES

2.1 Events

In accordance with MSA Regulation Section C of the current MSA Yearbook and the provisions of these Championship Regulations.

2.2 Championship

In accordance with MSA Regulation Section C of the current MSA Yearbook and the provisions of these Championship Regulations.

3. SPORTING REGULATIONS - EVENTS

3.1 Entries

- 3.1.1 Competitors who have registered for the championship at the start of the season will be automatically included on the entry list for each round. Competitors unable to enter a round must inform the organisers in advance of the event, or a penalty may be applied.
- 3.1.2 **Single Round Entry and Invitation Class competitors must join Club Time Attack and submit a completed entry application form together with the correct fee (see regulations 1.4.3) at least 10-days before the event they wish to enter. Submission of this form does not guarantee entry. Organisers reserve the right to refuse entry without giving a reason.**
- 3.1.3 Incorrect or incomplete entry application forms (including driver to be nominated entries) and for forms that are not accompanied by the correct fee, are to be held in abeyance until all details are complete and correct.
- 3.1.4 Withdrawal of entry or driver/vehicles changes must be made in accordance with MSA Regulation D 25.1.12.
- 3.1.5 **Competitors may change cars during the season. The Championship Coordinator must be informed when the change takes place and before entries for the forthcoming event are finalised. Competitors may only enter and drive one car on each round. Only one driver per car per round is allowed.**

3.2 Briefings

- 3.2.1 The Organisers will notify competitors of the times and locations for briefings in the Final Instructions or Supplementary Regulations for that meeting. Competitors must attend all briefings. A check list/signing sheet will be used to ensure all drivers are present. Failure to attend briefings may result in a penalty being applied and/or a fine of up to £175, in accordance with MSA regulation G.5.3.8, Appendix I 13.6.i.

3.3 Scrutineering

- 3.3.1 All vehicles must report to scrutineering and receive a 'passed' sticker before being allowed to take part in the event. Any vehicle failing to pass the requirements as set out by the MSA and these Championship regulations must have the remedial work carried out and be re-submitted for scrutineering before being allowed to compete.
- 3.3.2 All vehicles must pass a noise test before being allowed to take part. Noise tests may be carried out during the event. If the vehicle exceeds the maximum noise levels it will be withdrawn from the event until remedial work has been carried out. If a competitor is reported to be involved in contact incidents during any session, they will be required to re-present the vehicle to the scrutineers before continuing.

3.4 Signing on

- 3.4.1 All drivers must sign on and present the required documentation on arrival. Having signed on, drivers will be allocated signing on process card that must be presented at scrutineering. Drivers will also be presented with a wristband, which must be worn in order to gain access onto the track.

3.5 Track sessions and event format

- 3.5.1 A Time Attack round will include four sessions of between 15 and 20 minutes:
 - Session 1: Warm-up
 - Session 2: Practice
 - Session 3: Qualifying
 - Session 4: Final
- 3.5.2 Championship points will only be scored in the Qualifying and Final sessions. See regulation 1.6.
- 3.5.3 Organisers may, if circumstances dictate, restrict the number of competitors taking part in the Final session according to their performance in the Qualifying session. If this procedure is implemented, competitors will be notified in the Final Instructions or via an Official Bulletin.
- 3.5.4 Organisers reserve the right to split or amalgamate classes for one or more sessions. Competitors will be notified in the Final Instructions via an Official Bulletin and/or at an Official Briefing.
- 3.5.5 In the event of a high number of entries, organisers may chose to increase the number of sessions. Competitors will be notified in the Final Instructions or via an official bulletin.
- 3.5.6 All sessions will operate using an open pit lane system, unless otherwise stated in the final instructions or via an official bulletin.
- 3.5.7 During any official sessions which relate to a Championship round, only the registered driver may drive the vehicle entered in the event. The driver must compete in the same car that was presented at scrutineering.
- 3.5.8 **The Clerk of the Course and/or Stewards of the meeting shall have the right to disqualify any competitor whose driving is considered unsatisfactory as per MSA Regulation Q 4.5.3.**
- 3.5.9 Organisers reserve the right to change the programme outlined in the final instructions to correspond with operational requirements, or due to unseen circumstances. These changes are subject to the approval of the Clerk of the Course and the Stewards of the meeting and will be notified to competitors at an Official Briefing or via an Official Bulletin.

3.6 Warm up and Practice sessions

- 3.6.1 Competitors are advised that the warm up session should be used to familiarise themselves with the circuit, marshals' post locations, track conditions and the operation of their vehicle. It is not to be regarded as a competitive session.
- 3.6.2 Each driver should complete a minimum of 3 laps of warm up and/or practice in the same car that was presented at scrutineering – or at the discretion of the Clerk of the Course - prior to the Qualifying and Final sessions.

3.7 Qualifying and Final sessions

- 3.7.1 In some circumstances, Qualifying sessions may be used to measure the performance of competitors in order to establish those that will take part in the Final. However, it is expected that all competitors will be eligible to take part in the Final. If this is not the case, competitors will be notified in the Final Instructions or via an Official Bulletin.
- 3.7.2 Final results will be taken from the lap times achieved in the Final session.
- 3.7.3 All competitors taking part in the Qualifying and Final sessions must make their cars available for scrutineering immediately after each session and should not return to their pit garage or paddock area until a scrutineer has instructed them to do so. Parc Ferme regulations will apply. Failure to comply will result in a penalty being applied.

3.8 Class Allocation Rule

- 3.8.1 Any competitor who achieves a lap time within 5%, three or more times, of the fastest time of the class above them will be reviewed by the Organisers who may require the driver upgrades to that class. Ref: MSA regulation (S) 17.2.4.2. Weather and track conditions will be taken into account. The Organisers' decision is final and not subject to protest.
- 3.8.2 If the specification of a car is deemed by the Organisers to be incorrect for the class, the competitor will be instructed to move to a different class, during or following an event. The Organisers' decision is final and not subject to protest, notwithstanding a competitors' right to appeal.
- 3.8.3 Competitors who are required to move to another class are reminded that their vehicle and grade of competition licence will need to comply with the regulations for that class. Drivers will not be able to carry-over any previously accrued championship points, unless given consent to do so by Championship organisers, but may retain any trophies and lap records that have been awarded.
- 3.8.4 The onus is on the competitor to ensure that accurate and true information is on the championship entry form and consequently, they are allocated into the correct class before participating in the first event.

3.9 Session Stops

- 3.9.1 Should any session be disrupted, the Clerk of the Course shall not be obliged to resume the session.
- 3.9.2 Should the need arise to stop a session, RED LIGHTS will be switched on at the Start Line and RED FLAGS will be displayed at the start line and at points around the circuit. This is the signal for all drivers to cease circulating at competitive speeds, to slow to a safe and reasonable pace and return to the pit lane unless directed by officials not to do so.
- 3.9.3 In the event of any Session being cancelled/stopped and unable to be started/restarted, then the final positions (results) will be confirmed at the discretion of the Clerk of the Course in consultation with the Stewards of the Meeting. Points will be allocated as applicable by the championship organisers.
- 3.9.4 Should a session be cancelled/stopped if the track becomes too wet to continue or the weather is deemed potentially hazardous, the session will be started/restarted at the discretion of the Clerk of the Course.
- 3.9.5 Any driver who causes a red flag incident will be required to return to the pits and have their car inspected by the championship scrutineers. They will be allowed to return to the track during the session in which the incident took place at the discretion of the Clerk of the Course.

3.10 Session Finishes

- 3.10.1 After taking the Chequered Flag drivers are required to progressively and safely slow down. Remaining behind any competitors ahead of them, they should return to the Pit Lane entrance or Paddock Entrance as instructed, comply with any directions given by Marshals or Officials and to keep their helmets on and safety harnesses fastened while on the circuit or in the Pit Lane.
- 3.10.2 Competing cars may be required to enter the Parc Fermé area in order to undergo technical checks. Failure to comply with the requests of an official in respect of this requirement may result in a penalty being applied.

3.11 Pits and Pit Lane Safety

- 3.11.1 Entrants must ensure that MSA, Circuit and Championship Regulations are complied with at all times. This includes adhering to the pit lane speed limit.
- 3.11.2 The outer lane and emergency vehicle access roads are to be kept unobstructed at all times.
- 3.11.3 Refuelling may only be carried out in accordance with MSA Regulations Q 13, Circuit Regulations, Championship Regulations or the Final Instructions issued for each circuit / meeting. Refuelling is prohibited in the pit lane.
- 3.11.4 Four pit lane wristbands will be issued to each team. These will allow four team members to work on a competing car whilst it is in session. In addition, two lanyards will be issued to each team. These will allow the nominated team members wearing it to cross to the pit wall for the purpose of signaling to the driver. Failure to comply with these measures will result in a penalty being applied to the relevant driver.

3.12 Results & Timing

- 3.12.1 All results are deemed provisional until all vehicles are released by the Scrutineers after post event Scrutineering and/or after completion of any Judicial or subsequent Technical Procedures and signed as 'final' by the Clerk of the Course.
- 3.12.2 All competitors will be required to fit Electronic Self Identification Modules (transponders) to their cars for the purposes of accurate timing. It is the responsibility of the competitor to install these units securely and ensure they are functioning correctly. The setting and servicing of these items must only be carried out by properly authorised MSA licensed Timekeepers.

- 3.12.3 Transponders will be available for competitors to hire at each round of the Championship. Competitors will be charged by the timing company for replacement of the Modules if they are not returned or subject to abuse.
- 3.12.4 Competitors may not place electronic timing equipment within five metres of the official Start, Finish or any other official timing points. Teams may not operate any form of timing equipment from the pit wall.
- 3.12.5 Lap Records: Only times set during the Qualifying and Final sessions will count towards a class lap record. Single Round Entry competitors are eligible to set lap records, subject to confirmation of vehicle/class eligibility.

3.13 Overtaking & Baulking

- 3.13.1 Whilst overtaking on the left is encouraged, competitors may overtake on both sides when it is safe to do so, dependent on the nature of the circuit, track conditions, visibility and position of other cars. The Clerk of the Course will advise on best practice at drivers' briefings. The onus of overtaking safely rests entirely with the competitor. Failure to do so will result in a penalty being applied.
- 3.13.2 Competitors on a 'cool down' lap must not baulk faster cars approaching from behind. Failure to do so will result in a penalty being applied. Blue flags may be shown to alert the driver in the slower car. Any driver who appears to ignore the blue flags will be reported to the Clerk of the Course.
- 3.13.3 Drivers who are clearly on a fast lap with headlights on, will not be shown blue flags unless it is deemed necessary for safety reasons.

3.14 Track regulations

- 3.14.1 Drivers must use the track at all times and may not leave it without a justifiable reason. For the avoidance of doubt: a) The white lines defining the track edges are considered to be part of the track; b) A driver will be judged to have left the track if any wheel of the car either goes beyond the out edge of any kerb or goes beyond the white line where there is no kerb (MSA regulation Q 14.4.3).
- 3.14.2 Repetition of serious mistakes or the appearance of a lack of control of the car (such as leaving the track) will be reported to the Clerk of the Course and may entail the imposition of penalties up to and including the exclusion of any driver concerned (MSA regulation Q 14.4.4).
- 3.14.3 It is not permitted to drive any car unnecessarily slowly, erratically, or in a manner deemed to be potentially dangerous to other drivers at any time (MSA regulation Q 14.4.5).
- 3.14.4 No competing vehicle shall be driven in the reverse direction of the track except for the minimum distance to remove it from an unexpected situation and then only under official supervision (MSA regulation Q 14.6).

4 CHAMPIONSHIP EVENT PENALTIES

4.1 Infringement of Technical Regulations

- 4.1.1 Arising from post session Scrutineering or Judicial Action:
Minimum Penalty: Any vehicle found ineligible will have all its times from that session disallowed.
- 4.1.2 Arising from post event Scrutineering or Judicial Action:
Minimum Penalty: The provisions of MSA Regulations C 3.5.1 (a) & (b) apply.
For infringement 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 MSA Regulation C 3.5.1 (c).

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

- As per current MSA Judicial Procedure Regulations.
- 4.2.1 For offences under MSA regulations C1.1.5, C1.1.6 and Q14.4.2, the Clerk of the Course, at his discretion, may additionally impose a championship penalty in the form of the following:
 - For an offence in any session: The loss of one or more position in Qualifying or the Final for each offence.
 - For an offence in a session where the offending driver is not classified: Loss of 10 Championship points for each offence.
 - For a driver who has already been allocated a penalty during the course of a season, any subsequent penalty will have a championship penalty applied. Where a championship penalty has previously been applied, the severity will be increased.
 - Otherwise as per MSA Judicial Procedure Regulations and the provisions of these championship regulations.
 - 4.2.2 For offences under MSA regulations C1.1.5, C1.1.6 and Q14.4.2, the Clerk of the Course - at their discretion - may additionally impose a penalty in the form of the following:
 - For an offence in Warm-up, Practice or Qualifying: Exclusion of entry into following session(s).
 - **For an offence in Qualifying or the Final: Disqualification from all results in the meeting.**
 - 4.4.3 Drivers may be tested for the presence of drugs and alcohol. See MSA Anti-Doping regulations: 25.1.14, D.35, G.5.2, G15 and H.39.

5. TECHNICAL REGULATIONS

5.1 Introduction

The following Technical Regulations are set out in accordance with the specified format of the MSA and it should be clearly understood that if the following regulations do not clearly specify that you can do it, you should work on the principle that you cannot. If no class is specified, then the regulation shall apply to all competing vehicles.

5.2 General Description

- 5.2.1 The MSA Time Attack Championship is open to cars of any recognised manufacture or body profile which are, or have previously been, available as a production vehicle.

- 5.2.2 Cars must have four wheels and one engine (not including electric motors).
- 5.2.3 Single-seaters, open-wheeled and centre-steered vehicles are not permitted to take part.
- 5.2.4 Commercial vehicles will only be permitted to take part at the Organiser's discretion.
- 5.2.5 All cars must retain the original chassis/bodyshell, except Pro Extreme. Any modifications to the chassis/body not covered in these regulations must be submitted for pre-approval of the Championship Scrutineer.
- 5.2.6 There will be no minimum or maximum weight limits.
- 5.2.7 Unless fitted as standard, space/tube frame chassis of any description are only permitted in the Pro Extreme Class. The silhouette of the bodywork must resemble that of a recognisable production car above the waistline.
- 5.2.8 Throughout the event, cars must be presented in a manner that represents the class, category and championship. Organisers reserve the right to refuse entry if a car does not comply or, if in their opinion, the standard of preparation is not to an acceptable standard.
- 5.2.9 Soft Top/Convertible cars are only permitted if fitted with a roll bar to comply with MSA Regulation Section K Drawing 60 (ii).
- 5.2.10 All relevant parts of the current MSA Yearbook Section J 'Competitors Vehicles' will apply. Where an item is listed as 'free' Section J will still apply.

5.3 Categories & Classes

- 5.3.1 There will be two categories, split into various classes as follows:

Club category

- Clubman
- Clubman+
- Pocket Rocket
- Club: 2WD/4WD
- Classic & Retro
- Invitation Class

Pro category

- Club Pro: 2WD/4WD
- Pro: 2WD/4WD
- Pro Extreme 2WD/4WD
- Classic & Retro
- Invitation Class

- 5.3.2 Organisers reserve the right to cancel, add, amend or amalgamate classes. Any changes will be notified in an official bulletin.
- 5.3.3 Cars taking part in the Clubman and Clubman+ classes will follow the same technical regulations in both classes, but will be placed into either class according to potential performance and/or lap times. Clubman and Clubman+ competitors are responsible for declaring all modifications for approval by the championship organisers. The eligibility and classing of Clubman and Clubman+ class cars and the allowance of unclassified modifications will be confirmed following consultation. The championship organisers' decision will be final, notwithstanding a competitor's right to appeal.
- 5.3.4 Classic & Retro sub-classes may be introduced when entries have been received.
- 5.3.5 Unless otherwise stated, Club Pro Class regulations follow those of the Pro Class.
- 5.3.6 The Invitation Class is designed for competitors who wish to experience Time Attack for the first time or have a car that is ineligible for any of the published classes. This class may only be entered once, unless agreed with the organisers. Competitors will not appear in the final results. They will not score points, or be able to win awards or set lap records. Drivers must join Club Time Attack and cars must carry the Time Attack decals. Entrants may use any make of tyre (Pirelli recommended), provided it is included in lists A or B of the MSA Yearbook.

5.4 Examination of Vehicles

- 5.4.1 The Organisers (in addition to any other powers they may have under these Regulations) reserve the right to designate competing cars for special eligibility scrutineering at any point during an event. Upon such selection being made, the competitor shall place the car in the control of the Organisers to allow for scrutineering, examination, sampling and testing to be carried out. The Organisers have the right to:
- Examine the car at the circuit for such period as they may reasonably require and/or:
- a: Seal the car and/or its components so that the competitor - at their own expense - can present the car for a detailed inspection at another location chosen by the Organisers, within a specified period and/or remove the car to an appointed location. The competitor will be advised in writing of the time, date and location of the subsequent testing or eligibility examination. Seals must not be broken from the time of application until the time of the inspection. If a seal is found to be broken without the scrutineer being present, a penalty will be applied as set out in section 4 of these regulations.
- b: The stripping of an engine or any other component will be undertaken by the competitor and/or mechanic/technician nominated by the competitor at their expense for labour, parts and consumable materials.
- 5.4.2 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
- 5.4.3 Competitors will be personally and solely responsible for ensuring their cars comply with the details provided when registering and with these regulations. Failure to comply in either respect will be deemed a breach of these Regulations. Queries concerning eligibility should be referred in writing to the Coordinator/Championship Scrutineer at least seven days prior to entering an event, to allow time for a ruling to be made.

5.5 Safety Requirements

The following articles of MSA Regulation Section K Competitor Safety regulations will apply:

5.5.1 Safety Rollover Structures - MSA Regulation K 1

Club category: A roll cage is not mandatory but highly recommended, except in the case of soft-top cars. See Regulation 5.2. Cars with non-OE doors must have double-type door bars minimum: drawing 12 (g, h or j).

Pro category: A roll cage is mandatory to MSA Regulation K 1 minimum: drawing 5 or 6, with door bars drawing 12 (g, h or j).

5.5.2 Seats/Seat belts - MSA Regulation K2

In all classes except Pro Extreme two seats are required. The passenger seat and belts need to be of the same standard as the drivers' if they are to be used by a passenger. Open top cars must have arm restraint belts fitted.

Club category: A competition drivers' seat is mandatory (except in the Clubman Classes, where it is highly recommended). Seat belts to MSA Regulation K2 four-point minimum are mandatory, but do not have to be 'in date', but it is recommended that they are.
Pro category: An FIA homologated drivers' seat - in date - fitted in accordance with the manufacturer's instructions, is mandatory. See MSA Regulation K2.2 – K2.2.3. Seat belts, FIA homologated and in-date, five-point minimum are mandatory. See MSA Regulation K2.1, 2.1.3 and 2.1.5-2.1.11.

5.5.3 Fire Extinguishers - MSA Regulation K3

Fire extinguishers should be serviced every 24-months or sooner and as specified by the manufacturer.

Club category: Minimum MSA Regulation K 3.1.1 applies: fitted 1.75-litre foam extinguisher. A plumbed in extinguisher as per MSA Regulation K 3.1.2 (a) is highly recommended.

Pro category: Minimum MSA Regulation K 3.1.2(a), plumbed-in extinguisher.

5.5.4 External Circuit Breaker - MSA Regulation K8

Club category: Highly recommended, but not compulsory. See section 5.10 of these Regulations.

Pro category: Compulsory. See section 5.10 of these Regulations.

5.5.5 Personal Driver Equipment

Crash helmets must be in accordance with MSA Regulation K 10. Goggles must be in accordance with MSA Regulation K 11 and must be used in open top cars, with open-face helmets or with full-face helmets without a visor.

Racing boots and gloves are compulsory and must be in accordance with MSA Regulation K 14.3.

Fireproof underwear and balaclavas are recommended and, if worn, must be in accordance with MSA Regulation K 14.3.

FIA Homologated overalls are compulsory. MSA Regulation Section K 9, K 10 and K 13 applies.

For Pro, Club Pro and Pro Extreme classes, it is mandatory for competitors to use a FHR (Front Head Restraint) device that must be fitted in accordance with MSA Regulation K 10.4. This device is highly recommended for use in the Club Classes.

5.5.6 Rear Cool-down Lap/Rain Warning Lamp

All Classes - except Clubman and Single Round Entry competitors if contesting one event only: The official championship Cartek cool-down/rain lamp must be fitted as prescribed. This item is only available from the Time Attack web shop. Recommended for all competitors.

5.6 Structure of Vehicle (see regulation 5.2)

5.6.1 Bodywork/Chassis

Clubman classes: All OE body panels in the original material of manufacture must be retained.

Pocket Rocket: Cars must be of B-segment or similar size, such as Hot Hatches or smaller sports cars.

All other classes: Body panels may be replaced with alternative material but must retain a shape similar to that of the original, except in the case of Pro Extreme, where further modifications can be made in accordance with regulation 5.2.7. If OE doors are replaced, then a safety cage with door bars must be fitted. If bonnet and/or boot lids are replaced or modified, or the internal release mechanism has been removed or disabled, retaining pins must be fitted. Genuine road going/road legal cars may run without pins.

All classes – except Clubman: Strengthening of suspension mounting points and joints is allowed. Unwanted brackets and fittings may be removed. If, in the opinion of the scrutineers, a bodyshell has been modified to an extent that may cause a structural weakness, the car will not be permitted to take part until further checks have been carried out in order to establish the integrity of the bodyshell. Competitors are therefore advised to check with the scrutineer before carrying out any weight-removal modifications. Front bulkheads/firewalls must be steel and may not be moved back further than the leading edge of the windscreen. Bonnet vents or apertures must be covered by a grille, mesh or moulded vent.

5.6.2 Windscreen and Windows

Glass windscreens must be of laminated type.

Windscreen wipers must be retained and be in working order.

Windscreen areas must be kept clear, other than for championship decals, orange disk (see regulation 5.11.2) and driver's name.

Glass sunroofs are not permitted as per MSA Regulation Q 19.14.6

Tinted windows are allowed subject to MSA Regulation J 5.2.10.

Clubman classes: Original window glass must be retained.

All other classes: Clear Polycarbonate that is no less than 4mm thick may be used to replace the windscreen, side and rear windows. An opening hatch large enough to accommodate an extended arm must be located in the driver's window.

5.6.3 Mirrors

Internal and external mirrors must be fitted and may be replaced by a different type.

5.6.4 Towing Eyes

Substantial towing eyes must be securely fixed to the main structure of the vehicle within the confines of the body, front and rear, to enable the vehicle to be moved. Towing eyes should have a minimum internal diameter of 60mm. Towing eyes/towing points should be painted in a contrasting bright colour ('Day-Glo' red, orange or yellow).

5.6.5 Aerodynamic Modifications (Aero)

Section J of the MSA Yearbook applies, subject to the following:

Clubman classes: OE-style aero only. Manufacturer options are permissible.

Pocket Rocket and all other Club classes: Rear wings should not protrude by more than 100mm above the roof or from the rear of the car and be no wider than the car itself. Additional aero (including extended wheel arches) should not protrude more than 100mm from the car, measured at the sides from a point on the waistline directly below the door mirror. Active aero and flat floors are not permitted.

Club Pro and Pro classes: Rear wings should not protrude by more than 150mm above the roof or from the rear of the car and be no wider than the car itself. Additional aero (including extended wheel arches) should not protrude more than 150mm from the car, measured at the sides from a point on the waistline directly below the door mirror. Active aero is not permitted. Flat floors are permitted.

Pro Extreme: Unlimited.

All classes: No part of the front or rear wheels or tyres should be visible when viewed from above, other than through vents or grilles. Front and rear tyres should not be visible by more than 100mm above the axle line at any point when viewed from the rear of the car. No aero devices can be located above the bonnet of the car.

5.6.6 Dashboard and Interior

Clubman classes: Manufacturer's interior, door cards, dashboard and dials must be retained. Rear seats carpets and headlining may be removed.

Pocket Rocket and all other Club classes: A dashboard of similar style to that of the original must be fitted. Instruments may be changed. Interior trim is free.

Club Pro and Pro classes: A full-width dashboard top (minimum) must be fitted. Instruments are free. Interior trim is free.

Pro Extreme class: Dashboards are free, although a full-width dashboard top is preferred. Interior trim is free.

5.7 Engines and mechanical components

5.7.1 Engines

Clubman classes: The Cylinder head, block and internal components must be of original specification. Engine swaps are allowed but must be approved by championship organisers. Camshafts may be changed, but no modification may be made to the cylinder head or valve-gear. Turbo and super-chargers are allowed provided the car was fitted with one originally. Turbo and super-charger specifications and any other modifications must be approved by championship organisers before eligibility to the Clubman Classes can be confirmed.

Pocket Rocket class: Cars must retain the style of engine to that of the original factory fitment at the time of manufacture. No engine swaps are allowed. Engines of 1600cc or less with forced induction or 2200cc or less naturally aspirated are permitted.

All other classes: Engines are free, subject to regulation 5.2. Turbo and super-chargers are allowed.

All classes: ECUs are free.

5.7.2 Cooling System

Clubman classes: The standard cooling system must be retained. Silicone hoses and replacement radiators may be fitted.

Club category classes: Methanol may not be used as an additive or spray.

All other classes: Cooling system is free.

5.7.3 Induction System

All classes: Induction system is free.

5.7.4 Exhaust System

All classes: MSA Regulation J 5.16.7 applies.

Maximum noise levels as per MSA Regulation J 5.17 and J 5.18. In some cases, venues may impose a lower limit. If so, this change will be detailed in the Final Instructions or via a competitor bulletin.

Side exit exhaust outlets may not be more than 20cm above the lowest point of the vehicle floor. Screamer pipes are not allowed.

5.7.5 Breather system

All classes: Unless the standard breather system is retained, a 2-litre catch tank must be fitted.

5.8 Suspension, Brakes & Steering

5.8.1 Suspension

All classes (except Pro Extreme): Suspension is free, providing the OE chassis mounting points are retained and used.

Pro Extreme: Suspension is free. Mounting points may be moved.

5.8.2 Brakes

All classes: Brakes are free, subject to MSA Regulation J 5.6.1.

A handbrake must be fitted and in working order.

All brake and clutch cylinder reservoirs must be fitted outside of the passenger compartment, or be protected by a sealed fire-proof panel if fitted inside.

Club categories: Carbon disks and pads are not permitted unless fitted as standard items.

5.8.3 Steering

All classes: Steering is free. However, steering locks must be removed, other than cars that are taxed, hold a valid MOT and currently used on the road.

5.8.4 Wheels

All classes: Wheels are free and must be suitable for the vehicle to which they are attached. Steel wheel bolts/nuts must be used.

5.8.5 Ride Height

All classes: There must be a minimum clearance of 40mm under the car with driver seated. Cars must not have 'skirts' or intermediary devices bridging the gap between the underside of the chassis/body of the vehicle and the road/track.

5.9 Tyres

5.9.1 **Club categories:** Controlled Pirelli Trofeo R tyres must be used. In wet conditions, competitors may use a Pirelli tyre that appears on the MSA 1A or 1B lists.

5.9.2 **Club Pro classes:** Controlled Pirelli Trofeo R tyres must be used. In wet conditions, competitors may use a Pirelli 'racing' wet tyre.

5.9.3 **Pro and Pro Extreme classes:** Pirelli 'racing' slick and wet tyres must be used.

5.9.4 In extreme cases where a size of tyre is not available from the Pirelli range, an alternative brand will be considered by the organisers. Applications for such dispensation must be made in writing to the Championship Coordinator, stating the size and nominated make. The outcome of the application will be communicated in writing via an official bulletin. The Organisers' decision is final.

5.9.5 **The use of tyre warmers is allowed in classes where slicks are used. The championship has obtained specific exemption from the MSA in respect of regulation (S)9.3.1. Tyre warmers may not be used within pit lane.**

- 5.9.6 The cutting or re-grooving of tyres is not allowed.
- 5.9.7 When using treaded tyres, there must be minimum of 1.6mm tread across $\frac{3}{4}$ of the tyre remaining after each session.
- 5.9.8 See Appendix A for further information, a list of the popular sizes and ordering details.

5.10 Transmission

5.10.1 Gearboxes & Drivetrain

Clubman classes: Standard OE gearboxes and drive train must be retained. However, a limited slip differential may be fitted.

Pocket Rocket and Club classes: Unless fitted as standard, sequential systems or shift mechanisms are not permitted.

Dog tooth gearboxes are permitted.

Pro category: Transmission is free.

- 5.10.2 All cars must have a reverse gear. MSA Regulation J 5.11.2.

5.11 Electrics

5.11.1 Exterior Lighting

Head, side, indicator, brake and hazard lights must be fitted and in working order. Glass headlamps must be protected against breakage by tape or film.

Club categories: OE lights must be retained.

Pro classes: LED lights may be fitted, but headlights must output a beam of at least 3000 lux.

5.11.2 Battery

Clubman classes: The battery must be located in its original position.

All other Classes: A battery may be replaced and or moved from its original location. Wet batteries installed in the driver compartment must be securely mounted in a sealed box.

5.11.3 Cut off Switch

Club categories: An externally operated circuit breaker as per the Pro Class is highly recommended.

Pro classes: Vehicles must be fitted with an externally operated circuit breaker having positive ON-OFF positions clearly marked. MSA Regulation Section K. The internal ignition cut-off and fuel pump isolation system(s) must be operable by the Driver when normally seated with safety harnesses fastened.

5.11.4 Ignition System

All classes: Ignition system is free.

5.11.5 Alternator

All classes: An alternator must be fitted and be in working order.

5.11.6 Radios

Cars are permitted to carry radio transmitters and receivers. OFCOM licences will be checked at scrutineering.

5.12 Fuel Tank, Systems and Fuel

5.12.1 Fuel Tank & Systems

Clubman classes: Cars must retain the original manufacturers' fuel system. Fuel pumps and filters may be changed.

All other classes: Fuel systems and tanks are free. A fireproof bulkhead or sealed section must separate the tank from the passenger compartment.

Fuel cells may be fitted. If so, they must comply with MSA regulation K 4.1 – K 4.3 and be within date.

If fuel lines are routed inside the passenger compartment, then braided hoses must be used.

Competitors are expected to fit fuel tanks that will carry enough fuel to avoid having to re-fuel during a session.

5.12.2 Fuel

Clubman, Pocket Rocket, Classic & Retro and Club Classes: Commercially available Petrol, Diesel up to a maximum of 100 octane (published figure) and E85 Bio Ethanol fuel may be used. See MSA Yearbook Section B (Appendix B). No additives may be used. Nitrous Oxide and Methanol are not permitted.

Club Pro Class: Commercially available petrol, diesel, E85 Bio Ethanol and race fuels can be used. Nitrous Oxide, Methanol and additives are not permitted.

Pro and Pro Extreme Classes: Commercially available petrol, diesel, E85 Bio Ethanol and race fuels can be used. Nitrous Oxide and additives are permitted. Methanol MUST NOT be brought to the circuit in its pure form.

All classes: Vehicles running on non-pumped fuel: Bio Ethanol, Nitrous Oxide and Methanol etc. must declare as such to the scrutineer at each meeting and display a 3" diameter orange disk by the side of the competition number wherever it is displayed.

5.12.3 Nitrous Oxide (Pro and Pro Extreme Classes only)

Nitrous Oxide bottles must be situated behind a fireproof bulkhead or sealed section. They must be securely mounted and only gas cylinders certified for use at the working pressure of the system as a fuel reservoir are permitted. All receiving cylinders should have a rupture disc or safety valve to stop over pressurisation, the bottle to solenoid supply pipe should be of steel or high quality steel-braded Teflon hose and securely fastened every 6 inches. All fittings must be of screw sealing type, all systems must include a device which prevents the system being activated before the throttle is operated. A warning light clearly labelled N₂O must be wired into the solenoid circuit so that it is illuminated when the system is armed and must be in drivers eye sight line, bottles in the drivers compartment must be equipped with a relief valve and vented outside the compartment. All vehicles using Nitrous Oxide must display the appropriate N₂O green sticker alongside the orange sticker (as per 5.12.2) next to competition numbers.

5.12.4 Fuel sampling

Competitors may be asked for fuel samples. These must be provided. Competitors must fit dry-break couplings as close to the fuel rail as possible (not Clubman Classes) in order for sampling to be carried out safely and efficiently. See MSA regulation J 5.13.7 and J 5.13.8. From time-to-time, competitors in classes that use fuel up to a maximum of 100 octane will be provided with Sunoco RSUR 100 octane fuel (or Sunoco E85 where applicable) by the organisers. This must be added to the fuel tank before the following session.

It is the competitors' responsibility to ensure their engines are capable of running this type/make of fuel without issue. The championship does not accept liability for any engine malfunction, changes in performance or outcome of the results, howsoever caused.

Competitors found breaking fuel regulations will be subject to a penalty as deemed appropriate by the Clerk of the Course and the Stewards as set out in Section 4 of these regulations.

5.13 Competition Numbers/Decals

- 5.13.1 Competition numbers will be allocated when entries are accepted and will be retained by the competitor for the whole season. Numbers must be positioned on both sides of the car and on the front screen (Appendix C).
- 5.13.2 No advertising, colouring or obstructions may be added to any clear areas or glass other than those specified in MSA Regulation Q 19.2.2.
- 5.13.3 All Championship decals and race numbers will be supplied at the start of the season by the organisers and may be updated during the season as required.
- 5.13.4 To qualify for points and awards it is a Championship requirement that all cars must carry decals in the designated positions for all sessions (Appendix C). If it is not possible for decals to be positioned exactly as per the plan, competitors must contact the Championship Coordinator to gain approval for the decals to be moved.
- 5.13.5 Blank number plates must be fitted to the front and rear of the car for the purpose of carrying championship decals. These should be standard UK size (520mm x 111mm) and positioned as close as possible to the original locations. Actual vehicle number plates are not required. If it is not possible for plates to be fitted, then championship decals should be affixed clearly in a similar position.

5.14 Specific Regulations for Classic & Retro Vehicles

- 5.14.1 Vehicle chassis/bodyshell design must be of that manufactured in or before 1992 (25 or more years old). Cars manufactured after this date which follow the same chassis/bodyshell design as those manufactured before will be eligible.
- 5.14.2 All other MSA Time Attack Championship regulations will apply.
- 5.14.3 The eligibility and classing of Classic & Retro vehicles will be made following consultation with the championship organisers, whose decision will be final, notwithstanding a competitors' right to appeal.

6 COMMERCIAL REGULATIONS

The terms of the Commercial Regulations are designed to form a contract between the Championship Promoters (Time Attack Ltd.) and the entrant. Registration and entry into the Championship is conditional upon the entrant meeting these conditions. Any breach of the Commercial Regulations may render the entrant ineligible for competition, points, awards and/or participation in the Championship. The onus to ensure that all team personnel are aware of and comply with the requirements of these Commercial Regulations, is that of the entrant.

6.1 Registration and Entry

- 6.1.1 Registration fees must be paid in full by the due dates. Entries will not be accepted until full payment is made.
- 6.1.2 Application forms will be recorded in date order of completed entry received.
- 6.1.3 Full season entries will be accepted from 1st January 2018.
- 6.1.4 The entrant is responsible for advising the Championship Co-ordinator of any changes to their entry in writing at least seven days before the meeting.
- 6.1.5 If a full-season entrant wishes to withdraw from one or more of the meetings, they must inform the Championship Co-ordinator in writing at the first opportunity and at least ten days before the event, unless unforeseen circumstances prevail. Failure to do so may result in a penalty being applied.
- 6.1.6 If a full-season entrant wishes to substitute another driver for the driver nominated on the Entry Application Form, they must apply in writing to the Championship Coordinator.
- 6.1.7 If a full season entrant wishes to change classes, they must apply in writing to the Championship Co-ordinator.
- 6.1.8 The championship offers competitors a phased payment installment plan option. This is to assist in spreading the cost of entry across the season and consequently, this arrangement between the competitor and Time Attack Limited means that all payments must be made, whether all rounds are entered or not.
- 6.1.9 If a competitor withdraws from the championship for whatever reason, no refunds for deposits or payments made will be given (unless exceptional personal circumstances prevail). If payments are not made on time, then the competitor's entry and all championship points will be revoked.

6.2 Commercial Rights & Obligations

6.2.1 Intellectual Property Rights

The Intellectual, Commercial, Merchandising and Sponsorship rights of the Time Attack Championship are the property of Time Attack Limited. Time Attack Limited owns the rights to the championship logos and the words 'Time Attack', when used in connection with motorsport activities. Competitors and associated parties must acknowledge this intellectual property belongs to Time Attack Limited and must not use the brand in any way or form whatsoever - including the use of logos - without written consent of Time Attack Limited. Failure to observe this requirement will result in legal action being taken.

6.2.2 Sporting and Organisational Rights

The Sporting and Organisational Rights of the MSA Time Attack Championship are the property of Time Attack Limited. These rights may not be assigned to any other party or person without their written agreement

6.2.3 Television Coverage

All on-board cameras must be under the control of the film production company appointed by Time Attack Limited. The physical installation of the equipment must be safety checked and signed off by the Safety Scrutineers. All footage recorded by a competitor

using their own installation should be made available to Time Attack Limited and the nominated film production company if requested to do so immediately after the conclusion of the event.

The footage collected from personal on-board cameras may only be used by the team and driver with the Championship's approval. Requests for event footage required for commercial usage by a team, driver or sponsor will be reviewed on a case-by-case basis by the Time Attack Limited, where an appropriate rights fee may be applied.

No strategically placed advertising that is visible to an on-board camera – on the car or driver - will be allowed.

6.2.4 Television Rights

Time Attack Limited, through their nominated film production company, have exclusive broadcast, recording, cable, satellite, digital, video, internet, mobile and interactive rights and rights to all other mediums to film and record the participation of the Driver, Entrant, Sponsor and any other team member(s) in the events and activities throughout the championship and to licence, assign or otherwise deal with such rights and/or film and recording. The competitor accepts without reservation or recourse the surrender of his/her rights (if any) in such matters, which may then be used at the discretion of the Championship Promoters.

6.2.5 Press / Media Interviews

Everyone connected with the Championship is expected to promote the highest ideals of Time Attack at all times. No person connected with the Championship shall bring it into disrepute by means of a statement or communication to the press, media or social media, which may be considered negative or demeaning. Competitors are obliged to assist in promotion of the Championship by granting interviews when requested and are expected to comply with any other reasonable requests regarding promotion. The Social Media guidelines issued by the MSA shall apply (see Appendix D).

6.2.6 Autograph Sessions

From time-to-time, autograph sessions for the public to meet the drivers may be arranged. It is a Championship requirement that drivers attend wearing race overalls in the proper manner - ie: not with sleeves tied around the waist.

6.2.7 Pit Lane Walkabouts

From time to time Pit Lane walkabouts for the public may take place. It is a Championship requirement that during these periods cars are on show, pit areas are presented in a neat and tidy manner and drivers should be in attendance, wearing race overalls in the proper manner.

6.2.8 Non Championship / Promotional / Demonstration Events

From time-to-time non-Championship or Promotional Events may be arranged during the season, which may include track demonstrations and / or static displays. Reasonable cooperation is expected and appreciated.

6.2.9 Responsibility

All drivers, entrants, teams and officials participating in Time Attack, undertake on behalf of themselves, their employees, their representatives and their agents to observe the provisions of these Regulations and to promote the highest ideals of motorsport in general. It is the specific responsibility of the entrant to ensure that all persons within the team observe these requirements. Any person connected with the MSA Time Attack Championship who is deemed to have brought the Championship into disrepute, may cause the competitor and/or team concerned to be liable to disciplinary action as appropriate.

6.3. Vehicle Livery and Championship Decals

6.3.1 Championship and Sponsor Decals

It is a commercial requirement of all competitors to ensure that the correct Championship decals and its official sponsors' decals are in place and positioned correctly on the competing car (See Appendix C). Failure to comply with this regulation will result in a penalty being applied, the loss of championship points and possibly exclusion from the event. The correction application of the Championship decals is the responsibility of the competitor. See regulation 5.12.

6.3.2 Contesting non-Club Time Attack events

Competitors must inform Championship Organisers at least 48-hours in advance if they intend to enter an event not organised by Club Time Attack with UK Time Attack Championship decals in place. Championship Organisers reserve the right to request that all UK Time Attack Championship stickers are removed before taking part in the non-Club Time Attack organised event, whether the car is to participate in competition or as a static display. Replacement UK Time Attack decals will have to be purchased. Competitors must comply with the decision of the UK Time Attack Championship Organisers. Failure to do so will result in a penalty being applied, or disciplinary action being taken.

6.4 Vehicle and Team Presentation

6.4.1 Competing Cars

Competing cars must meet the standards reasonably required with regards to the prestige of the Championship and decal requirements. Championship Organisers reserve the right to refuse entry and/or forbid further participation if the condition of the car and livery does not meet these standards.

6.4.2 Support Vehicles

At the start of each event, cars (including team support vehicles) must be clean and presented in good order. Organisers reserve the right to forbid support vehicles not meeting this requirement from being present and/or to remove them from the paddock.

6.4.3 Driver Attire

Organisers reserve the right to specify reasonable clothing requirements for drivers at awards ceremonies and other promotional occasions. For podium presentations, drivers must wear their racing overalls, zipped up and with belts (where applicable) fastened.

6.4.4 Team Clothing

Teams are to ensure that their representatives are dressed and presented in a smart and professional manner and in such a way as to not cause offence. Consideration should be made to the family nature of the events and a breach of this regulation in the opinion of the Organisers may result in the removal of the offending person(s) from the venue.

6.4.5 Working Areas

The Championship Organisers reserve the right to refuse entry and/or forbid further participation if a team's pit garage or paddock area does not meet the minimum safety or presentation standards that are expected.

6.5 Parking

- 6.5.1 The Paddock areas are intended to be working areas for the preparation of competition cars. No other vehicles should occupy this space.
- 6.5.2 The Championship Coordinator will produce a pits and paddock area parking allocation plan that will be sent to competitors with the Final Instructions. It is the responsibility of the team to ensure they park and set up in the correct area. Failure to do so will result in them having to move.
- 6.5.3 It is the responsibility of the team to advise the Championship Coordinator of any special requests regarding the size of the area required or the location of their area in respect of another team. These requests will be endeavoured to be met, although reasonable understanding and cooperation is expected when space is at a premium.
- 6.5.4 One support vehicle will be allowed within each team's allocated space. Trailers and private vehicles must be parked in the designated areas. Any team found breaching this requirement will be asked to move their vehicle(s). Failure to do so will result in a fine of £50 + VAT and a penalty applied against the driver of the competing car.
- 6.5.5 Other areas outside of the paddock may be specified for the parking of team motor homes and private cars in accordance with the requirements of the venue.
- 6.5.6 Competitors may be issued with specific times to arrive, park and have their competing vehicle scrutineered. Arrival outside the set periods is allowed only with the specific approval of the Championship Coordinator.

6.6 Pit and Paddock Responsibilities

- 6.6.1 A maximum speed limit of 10 mph will be imposed in the Paddock at each venue. The only permitted movement of race cars within the Paddock is on the way to and from Scrutineering, to the Assembly Area and on the way back from Parc Fermé - unless specifically requested by the Organisers or Eligibility Scrutineer. At all times the car must be under the control of a licenced driver correctly seated.
- 6.6.2 Any motorised team vehicles (including Quad bikes) must only be used by persons holding an appropriate licence and must keep to circuit roadways and be used only on official race team business. Recreational use is strictly forbidden.
- 6.6.3 Tailgates on transporters must remain closed unless cars and equipment are being loaded/unloaded and whilst open must be attended at all times by a team member. Tailgates must not be opened across circuit roadways at any time.
- 6.6.4 Access ways, fire lanes and emergency exits must not be blocked or impeded by team vehicles or equipment at any time.
- 6.6.5 Teams are expected to keep their working areas in a neat, tidy and safe condition at all times.
- 6.6.6 **Barbecues and naked flames must not be used in the pit garages or working areas. If used, extreme care must be taken and fire extinguishers must be in place and easily accessible.**
- 6.6.7 Any team not adhering to these paddock responsibilities will be penalised accordingly.

6.7 Hospitality

- 6.7.1 Hospitality and entertaining by the team for the provision of food and drink to anyone other than team personnel is strictly prohibited. All requirements that fall into this category must be arranged in advance with the Championship Organisers. Any team that does not apply for permission will be fined accordingly.
- 6.7.2 Any external catering companies will need to apply for accreditation and permission in advance from the Organisers.

6.8 Infringements of Commercial Regulations

- 6.8.1 Time Attack Limited reserves the right to impose an appropriate penalty on either a team and/or a driver should there be an infringement of these commercial regulations or an infringement relating to the visual representation of the team, its race vehicles, support vehicles, associated persons, including items issued by the Championship Organisers.
- 6.8.2 The Championship Promoters may also issue financial penalties at a rate of £250 +VAT per instance for infringements relating to:
 - Television, filming and intellectual property
 - Press, social media and broadcasting (see Appendix D)
 - Livery and championship decals (see Appendix C)
 - Presentation of car driver and team
 - Podium and promotional presentations
 - Personal conduct
 - Bringing the championship into disrepute

APPENDIX A



Pirelli tyres - Q&A

Time Attack Limited has entered into a partnership with Pirelli as the official and sole supplier of tyres to the Time Attack Championship from the start of 2016 until the end of 2018.

The introduction of a controlled tyre supplier brings with it a number of advantages and questions. We have created the following Q & A that we trust answers most competitors' questions.

Why has the championship opted for a one-make tyre supplier?

To enable Time Attack to take the championship forward and develop it over the next few years - as well as provide competitors with consistent and professional tyre support - the only option is to appoint an official supplier. After carrying out a great deal of research and due diligence, the only company that can tick all the boxes is Pirelli. This ensures the reliable supply of top quality products from people who know about motorsport. It also ensures tyre-performance parity between competitors.

What tyres can I use in the Club classes?

Pirelli Trofeo R (see list on next page).

Are these tyres approved by the MSA?

Yes, they appear on the MSA 1B list.

Like all road-based track tyres, the Trofeo R works well in dry conditions. What about wet conditions?

Competitors may use any Pirelli tyre from the MSA 1A or 1B list. Please contact Pirelli (see details on next page) to discuss the best option for you and your car.

Can I cut the tyres?

No. The regulations do not permit the cutting of tyres.

What tyres can I use in the Pro Classes?

Pro and Pro Extreme Classes can use Pirelli Competition Slicks and Wets (see list below). Club Pro cars will use Trofeo Rs in the dry and may use racing wets (as Pro) in wet conditions.

How can I order and purchase tyres?

Ordering should be carried out direct from Pirelli Motorsport (see details on next page).

Can I purchase tyres from anywhere else?

Yes, competitors can buy the tyres from any supplier in the UK, provided they are of the same specification. However, to take advantage of the preferential Time Attack prices, tyres need to be ordered direct from Pirelli.

If I order before an event, how to I get hold of the tyres?

Pirelli will bring the tyres to the event and fit them for you at the circuit. Alternatively, they can be posted for a small fee. Please allow at least two working days for delivery and check with Pirelli regarding lead times.

Will I be able to buy tyres at the event?

Yes. Pirelli will carry a stock of tyres on their truck. However, we always advise pre-ordering to ensure the right size and type are available.

Can I get tyres swapped and fitted onto other wheels?

Yes. Pirelli are providing a free-of-charge on-event fitting service.

I have a set of Pirelli Trofeo R tyres already. Can I use them?

Yes, as long as they are the same specification as the control tyre.

If I need a size that doesn't appear on the list, what do I do?

If the size you need isn't listed then please contact Pirelli, as other sizes are available and they will be pleased to help on a one-to-one basis.

What if Pirelli don't have the size that is specific to my car?

If all options have been completely exhausted and your car has a unique configuration of size and tyre type that cannot be provided from the Pirelli range, then please apply to the Championship Coordinator explaining why you need to run an alternative tyre, together with your nominated brand. Your application will then be assessed for approval on a case-by-case basis.

APPENDIX A

I want to take part as a Single Round Entry. Do I have to use Pirelli tyres?

Yes. This is to ensure everyone competes on a level playing field. Therefore, if you are buying tyres in advance of entering a round of Time Attack, please let us know and we will ensure you are eligible to receive the championship discount. If you intend to enter more than one event, then your tyres will be compliant. However, if you choose otherwise, then there is an opportunity to sell them to other competitors.

What about the prices?

We have negotiated discounted, preferential prices for registered competitors. Currently, due to contractual obligations, we are unable to publish prices. Therefore, please contact Pirelli and they will be pleased to provide you with a quotation on a case-by-case basis.

Will there be any technical support for competitors?

Yes. Pirelli will provide all competitors with technical support at every round. If you have any technical questions in between rounds, then please contact Pirelli.

Trofeo R Range

205/50ZR15TL 86YRace TROFEO
 225/50ZR15TL 91YRace TROFEO
 205/55ZR16TL 91YRace TROFEO
 225/50ZR16TL 92YRace TROFEO
 245/45ZR16TL 94YRace TROFEO
 205/45ZR17XLTL(88Y)v2 TROFEO
 205/45ZR17XLTL (88Y)Race TROFEO
 225/45ZR17TL 91YRace TROFEO
 255/40ZR17TL 94YRace TROFEO
 235/40ZR18XLTL (95Y)Race TROFEO
 245/40ZR18XLTL (97Y)Race TROFEO
 265/35ZR18XLTL(93Y)v2 TROFEO
 265/35ZR18TL (93Y)Race TROFEO
 265/40ZR18XLTL (101Y)Race TROFEO
 295/30ZR18XLTL (98Y)Race TROFEO

Slick & Wet Range

190/580-15
 225/580-15
 200/600-16
 285/605-16
 225/625-17
 245/620-17
 235/645-18
 245/645-18
 265/645-18
 275/645-18
 285/645-18
 305/645-18
 305/660-18
 305/680-18
 315/680-18
 325/660-18
 325/705-18

19" & 20" and other sizes are available on request

Pirelli tyres listed in the MSA Yearbook:
List 1A

- P Zero Nero
- P Zero Rosso & Direzionale
- P Zero
- Cinturato P1
- Cinturato P4
- Cinturato P6
- Cinturato P7
- CN36
- CA67

List 1B

- P Zero Trofeo
- P Zero C
- CA67
- CF67
- P Zero Corsa
- P7 Corsa Classic
- P Zero Trofeo R

Enquiries and ordering:

Main contact:
 Jason Buckley
 Assistant Manager
 Protyre Motorsport
 Telephone: 01782 411001
 Mobile: 07973 446063
 E-mail: jason.buckley@protyre.co.uk

Copy into emails:
 Shaun Chetwyn
 Manager
 Protyre Motorsport
 Telephone: 01782 411001
 Mobile: 07968 307584
 E-mail: shaun.chetwyn@protyre.co.uk

APPENDIX B
PUMP FUEL – MOTOR GASOLINE

	BS EN 228 (Unleaded)	Test
MON (max)	89.0	EN ISO 5163
RON (max)	100.0	EN ISO 5164
Oxygen % (max)	3.7% w/w	Elemental
	LRG (Unleaded)	Test
MON (max)	89.0	EN ISO 5163
RON (max)	100.0	EN ISO 5164
Lead (max) g/l	0.005	ASTM D3341/IP362/EN 237
Oxygen % (max)	2.7% w/w	Elemental

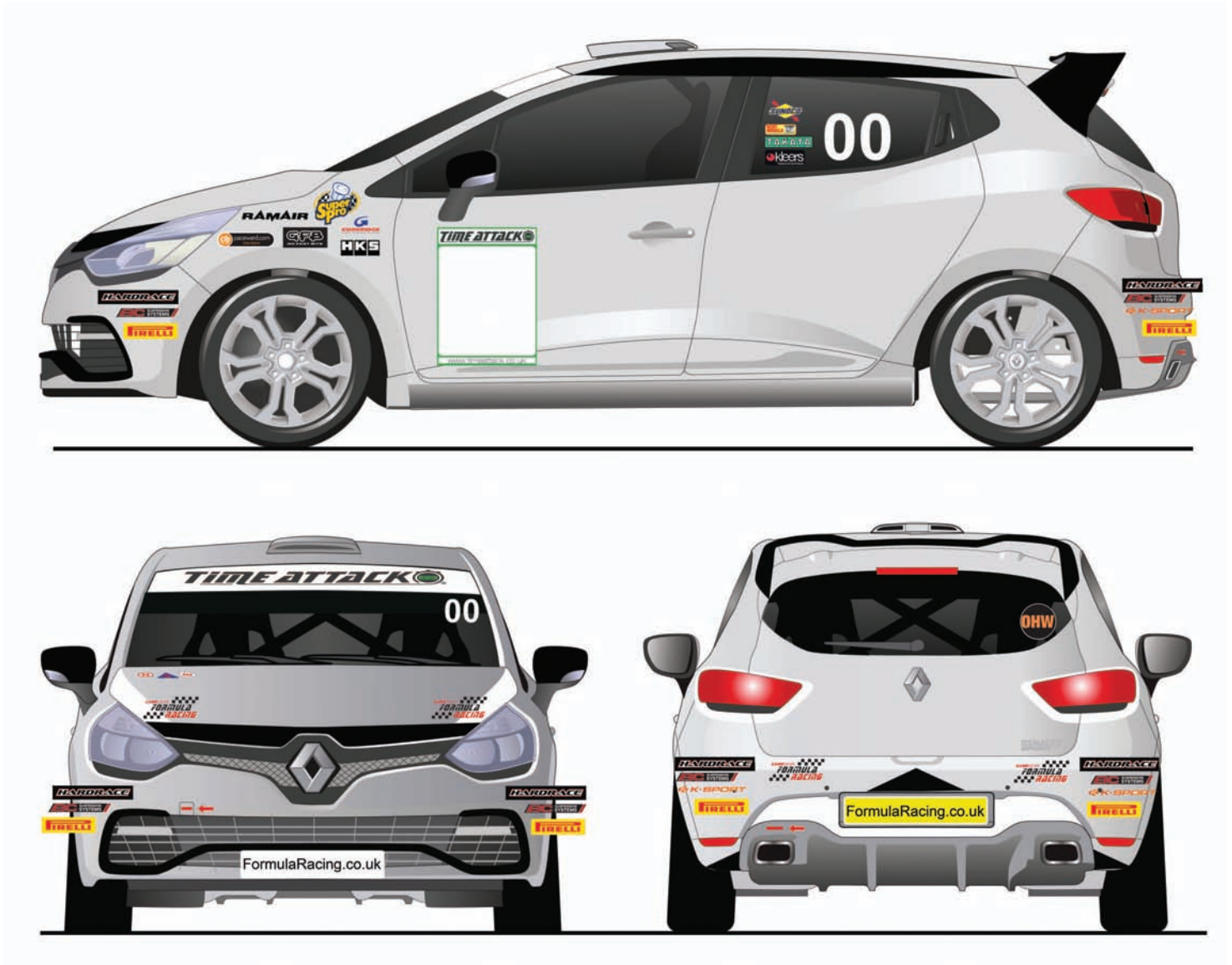
Certain of the above values are additional to those specified in the standards referred to.

PUMP FUEL – DIESEL

	BS EN 590	Test
Density 15° kg/m ³ (max)	845	EN ISO 3675/EN ISO 12185
Cetane Number (max)	58	EN ISO 5165/EN 15195
Calculated Cetane Index (max)	58	EN ISO 4264
Sulphur Content mg/kg (max)	10	EN ISO 20846/EN ISO 20884

APPENDIX C**Championship decals**

Decals must be positioned as close as possible to the diagrams below. Exceptions will be considered if the bodywork of the car does not allow accurate placement and not because other decals or graphics occupy the same areas. Applying these decals correctly is part of the technical regulations and consequently, this will be checked at scrutineering.



APPENDIX D



Note: throughout this document, the term 'MSA Members' shall refer to all MSA Competition Licence holders, MSA Licensed Officials, MSA Volunteer Marshals, and MSA-registered Clubs.

Background

This document is intended to provide best practice guidelines for all MSA Members who use social media websites, which include (but are not limited to) Facebook, Twitter, Bebo, and MySpace, as well as internet forums and chat rooms.

All new forms of communication provide increased opportunities to share information. They come, however, with new values. Whereas the printed word has a certain finality of declaration about it, social media is interactive, conversational and open-ended. Moreover, it exists in the public, not private, domain.

It is clearly futile simply to try to discourage the use of social media; as a means of interactive conversation it can be extremely effective and its power within modern society is undeniable.

These guidelines are intended to assist users in avoiding some of the common pitfalls that can arise and to help social media to be used in a responsible way.

Purpose

Traditional media is consumed by people through a third party channel, ie watching TV, reading the newspaper, listening to the radio. In contrast, social media allows you to create your own channel to get your message directly to those people that want to receive it.

An important difference, though, is that while traditional media is largely consumed passively (ie we read/hear what someone else has determined is of merit), the user of social media makes a specific decision to engage with your content. As a result, social media consists of building communities of like-minded individuals and the challenge is to offer content with which your target audience will want to engage.

Furthermore, social media offers an opportunity to utilise the power of other people's networks. For example, the most powerful benefit comes when something goes 'viral'; that is when people forward the message to their own friends and contacts. In this way, information can cross the world in seconds and take on a life of its own.

General Guidance

- Don't write something that you wouldn't be prepared to say to someone.
- When posting on a social media website, assume that anybody can access that post.
- Check the privacy settings of your social media accounts. These settings determine the extent to which the information you share is publicly accessible.

APPENDIX D



- Determine whether you are participating in a personal or official capacity and consider whether your opinions and activity are appropriate in that context.
- Never share personal details such as home addresses and telephone numbers except with people that you know and trust, in which case it is advisable only to share such details via private messages.
- Remember that participating in social media results in your comments being permanently available and open to being re-published by other media outlets. It should be assumed that anything published in social media will remain available indefinitely, even if it is deleted from the original site.
- Respect confidentiality, stay within the legal framework and be aware that safeguarding, libel, slander, copyright and data protection laws apply.
- Be aware that your interaction with social media may attract interest from the wider media, so proceed with caution whether you are participating in an official or personal capacity.
- Never use social media to insult anyone directly or indirectly.
- MSA Members who hold a position of trust and/or responsibility over young people (ie those under 18 years of age) in the course of their duties should be very careful when interacting with those young people via social media.
- Beware the temptation to use the 'perceived' anonymity offered by some online portals to post unacceptable comments about events or individuals.
- You should be mindful at all times that MSA regulations and UK law continue to be applicable in the online environment.

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THE ROYAL AUTOMOBILE CLUB
MOTOR SPORTS ASSOCIATION
LIMITED

MOTOR SPORTS HOUSE,
RIVERSIDE PARK,
COLNBROOK,
SL3 0HG, UK

TEL: +44 (0) 1753 765 000
FAX: +44 (0) 1753 682 938
WEB: WWW.MSAUK.ORG

REGISTERED OFFICE:
SEE MAIN ADDRESS
REGISTERED NUMBER:
1344829 ENGLAND
VAT NO: 342304895

