



Pre-War Team Challenge

Regulations 2016

1. Sporting Regulations / General

1.1 Title and Jurisdiction

Events do not constitute any form of championship or series.

It is the intention of the Organisers to create a friendly, gentlemanly and non-aggressive series of good-value events for high profile cars with competent drivers. Therefore, a high standard of both car presentation and driver's behaviour both on and off the track is both expected and demanded.

Entrants should be aware that the Organising Club, whilst realising that race incidents can happen, will not accept nor tolerate poor, overtly aggressive or dangerous driving standards.

The driver of any car damaged during a **Pre-War Team Challenge** event must seek approval from the series Eligibility Scrutineer before they may continue to compete any further in the **Pre-War Team Challenge** race series.

Any driver or car failing to meet the standard approved by the Organisers will receive a written "Yellow Card" warning. Any further infringements within a one year period may result in an automatic exclusion from the series.

1.2 Officials

Series Co-ordinator:

Roger Bennington
Email: rjb@astonclubracing.com

Licensed Eligibility Scrutineer:

Stephen Walker
36 Terence Road, Liverpool, L16 8NW
Tel: +44 (0)7778 179361
email: stephenwalker123@aol.com

Stewards:

Michael Cartwright, Jim Keenan, Graham Battersby

1.3 Competitor Eligibility

All drivers must hold a current MSA Competition licence of National B status or above, or other acceptable National equivalent.

The Pre-War Team Challenge is open to teams of cars built between Jan 1st 1919 and December 31st 1941.

Teams should ideally consist of cars from one single make; however this is not obligatory. There is no limit on the number of cars in each team, but only the top three places will count towards the team result. A team with only one car can still achieve a score. The Series Co-ordinator will form single entries into teams if so requested by entrants.

1.4 Registration

Registration forms will be required for this Series in 2015.

1.5 Calendar of Events 2015

23 rd July 2016	Snetterton 300 Circuit (TB)
13 th August 2016	Brands Hatch Indy Circuit (TBC)
1 st October 2016	Silverstone National Circuit (TBC)

1.6 Scoring

At each event, cars will be allocated a target handicap time for that event. Cars will then be scored based on finishing position. The winning team will be the team with the highest total of scores. For teams with more than 3 cars, only the best 3 scores will be counted.

1.7 Handicapping

Handicaps will be determined by the official handicapper for each event. Entrants may be requested to supply supporting evidence of dry lap times. Consideration will also be given to practice times on the day.

Entrants are reminded of MSA Regulation Q12.10 and particularly the 5% 'sandbagging' rule.

Races may be run as a 'Sealed' Handicap or as a 'Staggered Start' Handicap. The Start format will be confirmed in the Supplementary Regulations for each event.

For any races started using a 'Staggered Start', the following Red Flag scenarios will be applied:

1. Any race stopped before the leader (on the road) has completed two laps will be declared a "No Contest" and available cars will restart from their original staggered-start grid positions and drops.
2. Any race stopped after the leader (on the road) has completed more than two laps but less than 75% of its duration shall be dealt with as follows:

Races that can be restarted: the race will be run over the remaining distance (specified by the Clerk of the Course) as a scratch race with a sealed handicap. The grid order for the restart will be based on handicap set time order, to be provided by the handicapper. Only cars which are under their own power at the showing of the Red Flag will be permitted to restart.

Races that cannot be restarted: the result will be based on the pro rata performance of each competitor at one lap less than the first showing of the Red Flag. This result will be issued by the handicapper. Only cars which are under their own power at the showing of the Red Flag will be classified.

3. Any race stopped after the leader (on the road) has completed 75% of its duration will be considered to have finished. Results will be based on the pro rata performance of each competitor at one lap less than the first showing of the Red Flag. This result will be issued by the handicapper. Only cars which are under their own power at the showing of the Red Flag will be classified.

1.8 Awards

Garlands and awards for first, second and third place will be presented at the end of each race or meeting presentation ceremony.

2. Sporting regulations / Judicial

In accordance with the General Regulations of the Royal Automobile Club Motorsports Association (MSA) incorporating the provisions of the International Sporting Code of the FIA).

3. Sporting regulations / Race procedure

In accordance with the General Regulations of the Royal Automobile Club Motorsports Association (MSA) incorporating the provisions of the International Sporting Code of the FIA).

3.1 Entries

Entry Fees shall be in accordance with the published fee on the respective Entry Form for the event.

Competitors are responsible for submitting the correct and fully completed Entry Form with the appropriate entry fee prior to the Event published closing date. Incorrect or incomplete entries will be held in abeyance until they are complete.

Acceptance of entries will be in accord with the MSA Yearbook Section H30. In the event of over subscription a reserve list of up to 20% of the grid will be accepted in chronological order of receipt of completed entry form.

Any Withdrawal of entry or changes made after the published closing date must be notified in writing to the Series Co-ordinator. If Driver/Vehicle changes are made after the publication of Entry List the competitor concerned must seek approval of acceptance by the Stewards of the Meeting BEFORE sign on.

3.2 Timing Modules

Competitors are required to supply and fit an approved Electronic Self Identification Module (Transponder) to their car for the purposes of accurate timing. The modules must be in place and functioning correctly for all qualifying practice sessions and the races.

4. Race Penalties

In accordance with the General Regulations of the Royal Automobile Club Motorsports Association (MSA) incorporating the provisions of the International Sporting Code of the FIA).

5. Technical Regulations

All pre-War cars are eligible by prior invitation and approval by the Series Co-ordinator.

'Period' modifications will be permitted, provided they remain within the spirit of the event.

All cars must be silenced to minimum 105 dBA.

Cars can run with or without wings and lights. Use of 'non-pump' fuel is permitted. Entrants are reminded of MSA Regulation J5.13.6 - if using non-pump fuel have a 3 inch diameter 'Day-Glo' orange disc affixed immediately adjacent to the Competition Numbers on both

sides.

Cars will be permitted to run on Dunlop 'R5' Section, or older tread pattern, in 204 compound, or on any other standard period road tyre. Tyres must have a minimum tread depth of 1.6 mm (MSA Regulation J5.9.2).

No car will be permitted to run wheel rim diameter of less than 18" (19" for some larger cars), unless it can be clearly demonstrated that smaller diameter rims were used in period.

All cars must carry the event sponsors stickers if so required.

Any disputes over the foregoing will be determined by the Series Co-Ordinator, whose decision will be final.