



BTRDA® RALLY FIRST - SPORTING REGULATIONS

BTRDA® will organise and promote the 2009 **BTRDA® RALLY FIRST** Challenge as a separate category within the 2009 Silverstone Tyres BTRDA® Rally Series. It will be run in accordance with the General Regulations of the Motor Sports Association (MSA) and these regulations. It is open to competitors holding a minimum of a National B Competition Licence.

Acceptance for **BTRDA® Rally First** will be acknowledged by the issue of a Registration Card which must be produced at documentation on each event. Registrations will close after round 5.

CHAMPIONSHIP EVENTS

BTRDA® Rally First will run on seven of the one day forest events that form part of the Silverstone Tyres BTRDA® Rally Series, with the **best 5 scores to count**.

Date	Event	Host Town	Stages include:-
7 th February	Get Connected Wyedean Rally	Chepstow	Speech House, Sallowvallets
25 th April	BETTA Somerset Stages	Minehead	Croydon Hill, Porlock
16 th May	Plains Rally	Welshpool	Dyfi, Gartheniog
13 th June	Rainworth Skoda Dukeries Rally	Southwell	Sherwood Forest, Clipstone
4 th July	Quinton Stages	Llandovery	Crychan, Halfway
5 th September	Woodpecker Stages	Ludlow	Haye Park, Radnor
17 th October	G.O.M. Cambrian Rally	Llandudno	Penmachno, Clocaenog

All **BTRDA® Rally First** crews will have **entry fees reduced by £50** on each event thanks to the support of the event organisers. However **BTRDA® Rally First** registration does not guarantee an entry on events and it is the responsibility of competitors to enter events in sufficient time. BTRDA® cannot enter into any correspondence or discussion about event entries or event seeding.

The Championship registration fee is £40 for Drivers and £30 for Co-drivers. **This includes full membership of the BTRDA® (a MSA recognised motor club) which is an invited club on each event.** Registration is totally free for competitors under 25 yrs who are in their first year with BTRDA.

VEHICLES

BTRDA® Rally First is open to any 2 wheel drive Production Car with an engine capacity up to 1400cc that complies with both the MSA Technical Regulations for Special Stage Rallies and **BTRDA® Rally First Technical Regulations**. (Copies are available from the Championship Co-ordinator).

CLASSES

Class RF1.0 - Cars up to and including 1000cc, including cars complying with current F1000 regulations.

Class RF1.4 - Cars over 1000cc up to and including 1400cc.

All vehicles may be subject to random capacity and eligibility checks throughout the year. These checks will be carried out by the Championship Scrutineers and / or members of the MSA Technical Commission who shall be considered Judges of Fact in matters of eligibility. In the event of a car being found ineligible then the penalties specified in the MSA Regulations [C (d 41)] shall apply. A competitor will be responsible for any costs they incur as a result of eligibility checking, whether found eligible or otherwise.

SCORING

Each registered driver / co-driver will score points according to the position they gain in each qualifying event. Points will be awarded as follows: -

(a) Overall BTRDA® Rally First Drivers & Co-Drivers:

30 points to the highest placed registered driver / co-driver, 28 points to the second placed registered driver / co-driver, 27 points to the third and so on down to 2 points to the twenty eighth placed driver / co-driver and every subsequent driver / co-driver who finishes the event. 1 point will be awarded to every non-finisher.

(b) Class Awards:

20 points to the highest placed registered driver / co-driver in each class, 18 points to the second placed driver / co-driver, 17 points to the third and so on down to 2 points to the eighteenth placed driver / co-driver and every subsequent driver / co-driver who finishes the event. 1 point will be awarded to every non-finisher

The allocation of points will be based on the final results of the qualifying events. Points will be awarded after each event and published with a Bulletin and / or on the BTRDA® Rally Series web site. www.btrdarally.com These interim points will become final 7 days after the publication of the Bulletin. The end of year **BTRDA® Rally First** points will become final 7 days after the publication of the final Bulletin.

Any ties will be decided in favour of the competitor with the greatest number of maximum scores within their best five scores. In the event of a further tie the greatest number of second highest scores shall decide and so on. Should this fail to resolve the tie then reference will be made to a competitor's 6th score and then finally their 7th score. If this fails to resolve the tie then joint awards will be presented.

Once a competitor has registered for **BTRDA® Rally First** it is not possible to de-register. Even if decals are removed, either member of the crew may still be counted as a registered competitor for the allocation of points, even though they may not be awarded any individual points.

AWARDS

- | | |
|--------------------------------------|---|
| BTRDA Rally First Champion Driver | ◆ BTRDA Rally First Trophy and an award plus a souvenir photo and a free ticket to the 2009 Awards Presentation
◆ Free Entries to all 2010 BTRDA Rally First events |
| BTRDA Rally First Champion Co-Driver | ◆ Engraved BTRDA Award plus a souvenir photograph and a free ticket to the Award Presentation |

CLASS AWARDS

- | | |
|---------------------------|--|
| First Driver in Class | ◆ Engraved Goblet plus a souvenir photograph and a free tickets to the 2009 Awards Presentation. |
| First Co-Driver in Class | ◆ Engraved Goblet plus a souvenir photograph and a free ticket to the 2009 Award Presentation |
| Second Driver in Class | ◆ Engraved Goblet |
| Second Co-Driver in Class | ◆ Engraved Goblet |
| Third Driver in Class* | ◆ Engraved Goblet |
| Third Co-Driver in Class* | ◆ Engraved Goblet |

* Subject to minimum of 6 registered contenders

The Overall Driver and Co-Driver Champions of **BTRDA® Rally First** are not eligible for Class Awards
To qualify for these awards a competitor must have started at least four qualifying events

The Championship Awards Presentation will take place in December 2009

BTRDA® RALLY FIRST OFFICIALS

Rally First Co-ordinator - Howard Wilcock

18 Epperstone Road, Lowdham, Notts. NG14 7BU Tel: 0115 9665176. E-mail: howard@btrdarally.com

Scrutineer - John Cooper. (MSA Eligibility and Nat A)

Trenain, Trebetherick, Wadebridge, Cornwall. PL27 6SG Tel: 01208 863406. E-mail: trenain2@tiscali.co.uk

Scrutineer - Dave Newton.

6 Hereford Street, Newport, Gwent. NP19 8DT Tel 01633 671990: Email daveynewton@msn.com

Any query concerning these Sporting or Technical Regulations or the running of **BTRDA® Rally First** must be referred to the Co-ordinator. Any subsequent protest must be submitted in writing to the BTRDA® Championship Stewards via the **BTRDA® Rally First** Co-ordinator within the time limits set out in the MSA Yearbook.

BTRDA® RALLY FIRST - TECHNICAL REGULATIONS

INTRODUCTION

BTRDA® Rally First is open to any 2 wheel drive Production Car with a normally aspirated petrol engine, or diesel engine [which may be turbocharged], up to a maximum engine capacity of 1400cc. (Cars that were originally 4 wheel drive are only permitted if they are permanently modified to 2 wheel drive).

Within **BTRDA® Rally First** there will be two classes:-

Class RF1.4 - for cars with an engine capacity up to and including 1400cc

Class RF1.0 - for cars with an engine capacity up to and including 1000cc.

Cars that comply with the current F1000 Technical Regulations will be eligible for Class RF1.0 subject to the completion of a **BTRDA® Rally First** Vehicle Declaration Form.

All vehicles must comply with the MSA Regulations [C(b)] Vehicles, [C(c)] Safety and [H] Special Stage Rallying.

DOCUMENTATION

In addition to the MSA Competition Car Log Book (CCLB) a **BTRDA® Rally First** Vehicle Declaration Form (VDF) must be completed listing the make / model / age / specification / modifications of the car. This must be submitted to the Rally First Co-ordinator or Championship Scrutineer before any points can be scored. Any subsequent changes to the vehicle must be recorded and the form re-submitted. BTRDA® reserves the right to refuse any vehicle if it is considered unsuitable.

VEHICLE REQUIREMENTS

1 General:

- [1.1] Except where specifically permitted in these Regulations, the vehicle must be unmodified with standard (or standard pattern) equipment for the model and age of car declared on the Rally First Vehicle Declaration Form.
- [1.2] Where these regulations specify the use of standard or original equipment parts, a competitor may use a Standard Pattern Part. Standard Part and Standard Pattern Part are as defined in MSA Yearbook – Terminology
- [1.3] Parts may be repaired, but only using the procedures and processes specified in the vehicle manufacturer's workshop manual.

2 Body Shell:

- [2.1] The body shell (including doors, bonnet, boot and tailgate) must retain the original manufacturer's material, minimum thickness, shape and outline.
- [2.2] The body shell of the car may be strengthened including suspension mounting and roll cage areas. Plating, (which must follow the original body shape and be in contact with the standard part), stitch and seam welding, gussets, 'bolt on' and 'weld on' braces are all permitted.
- [2.3] Strengthening rear suspension mounting points and turrets by the positioning of the roll-over safety bar backstays is permitted. However safety cages that reinforce the front suspension mounting points are not permitted.
- [2.4] The inner lips of wheel arches may be folded in to keep them away from the tyres.
- [2.5] The fitting of any under body guards and protection is permitted.
- [2.6] The route of brake and fuel pipes may be altered subject to compliance with MSA Yearbook regulations.

3 Exterior:

- [3.1] Original equipment airfoils, spoilers, wings, wheel arch extensions and body style devices may be retained. A competitor must be able to show that any device fitted appears in the car manufacturer's UK accessory catalogue for that range of cars. It is not permitted to fit a device for one model range, to a car from a different model range or to a different make of car.
- [3.2] Bonnet, boot lid/hatch fastenings are free. The bonnet and boot lid/hatch may have their normal locks disabled, but must be held positively closed by pins, clips or straps which are externally operable.
- [3.3] In the interests of safety, doors should remain unlocked during competitive sections. Cars fitted with self-locking doors may be modified to permit this.
- [3.4] All glass areas must remain and the replacement by other materials is not permitted.
- [3.5] Standard wing mirror pods must be retained but the choice of mirror in them is free.
- [3.6] Detachable under body shields, engine compartment trays (but not heat shields) and wheel arch liners may be removed.

4 Interior:

- [4.1] Rear seats (and the rear safety belts, so long as the rear seats are removed), floor coverings, roof linings, detachable boot compartment covers, sound deadening material, audio units (and their wiring if it is not an integral part of the original wiring loom) may be removed or replaced.
- [4.2] Safety airbags may be disabled by the removal of their fuses or removed completely. If they are removed the hole created must be filled.
- [4.3] The steering wheel is free subject to compliance with MSA regulations.

- [4.4] Electric window winding mechanisms may be replaced by the manufacturer's manual window winding mechanisms and vice versa, but the door windows must remain operable.
- [4.5] Additional instruments and equipment are permitted, but the standard instruments for the car must be retained in their normal position and housings. The gear knob is free.
- [4.6] Door trim must be retained and additional door padding may be added

5 Weight:

- [5.1] The minimum weight will be 840kg for cars up to 1400cc, 720kg for cars up to 1000cc or the FIA homologated weight if the vehicle is currently homologated.
- [5.2] The checking of vehicle weights will be as set out in FIA Appendix J.

6 Engine:

- [6.1] The engine must be a standard production engine for that make and model of car including the complete induction and engine management system. Rotary engines are not permitted.
- [6.2] The maximum engine capacity is 1400cc or 1000cc if entered in the RF1.0 Class.
- [6.3] Internal baffles may be fitted to the sump and the sump oil pick-up pipe may be modified.
- [6.4] The standard exhaust manifold must be retained but the exhaust system beyond the manifold is free.
- [6.5] Where the vehicle is required by law to be fitted with a catalytic converter then a functioning catalytic converter must be included in the exhaust system. In addition note the MSA Yearbook requirement that an exhaust catalytic converter must be fitted to all petrol cars manufactured after 31/12/1999.

7 Engine Ancillary Equipment:

- [7.1] Cosmetic, detachable, engine covers (but not heat shields) and bonnet sound proofing material may be removed.
- [7.2] Air filter(s) and associated trunking are free but must be fitted. All incoming air must go through a proprietary air filter, i.e. no by-pass systems. Open Ram Pipes are not permitted.
- [7.3] Oil coolers may be fitted or relocated.
- [7.4] The standard fuel pump or fuel filter may be relocated.
- [7.5] Additional engine restraining arms / steady bars may be fitted.
- [7.6] Stiffer engine mounting bushes may be fitted.

8 Transmission:

- [8.1] Standard gearboxes and differentials must be used with original gears and ratios.
- [8.2] Sequential gear change kits and non original straight cut gears are not permitted
- [8.3] The standard gear change lever and mounting must be retained but the gear change linkage external to the gearbox is free.
- [8.4] Stiffer gearbox mounting bushes may be fitted.
- [8.5] The clutch cover and drive plate may be changed for an up-rated standard pattern part.
- [8.6] The use of limited-slip, locked, locking or torque-biasing differentials are not permitted. If a car is fitted with such a differential it must be replaced or disabled. The method of disablement must be confirmed and approved by the *BTRDA[®] Rally First Scrutineer* and listed on the VDF.
- A roller test on one of the driven wheels (carried out under the supervision of the BTRDA Scrutineer) will be deemed proof of compliance. No car must be able to drive off a set of rollers.

9 Suspension:

- [9.1] The original manufacturer's suspension system must be maintained. Components can be exchanged or up-rated but must use the standard mounting points.
- [9.2] Mechanically adjustable shock absorbers are allowed but remote reservoir suspension is not permitted unless fitted as original equipment.
- [9.3] Springs, torsion bars and bump stops are free, but they must fit the standard mounting points. Spring spacers and adjustable height spring pans are permitted.
- [9.4] Anti-roll bars, if fitted as standard, are free.
- [9.5] Harder suspension bush material is permitted but non elastic bushes, rose joints or similar metallic joints are prohibited unless fitted as standard.
- [9.6] Suspension turret struts / braces are permitted.
- [9.7] Suspension strut top mountings with non adjustable uniball joints are permitted.

10 Wheels:

- [10.1] Wheels are free so long as the wheel/tyre combination fits in the standard wheel arch.
- [10.2] Wheel spacers of any type, are forbidden unless fitted as standard.
- [10.3] Wheel trims (including air impellers or extractors) must be removed.
- [10.4] The fitting of mud flaps behind all four wheels is mandatory. [See MSA Yearbook H269(h) for dimensions].
- [10.5] Wheel bolts may be replaced with studs and nuts of the same size and vice versa.

11 Tyres:

[11.1] Rally 'competition' tyres will be restricted to a commonly available pattern and compound from each tyre manufacturer which is available in a range of appropriate diameters. (This does not apply on asphalt stages or to cars with 10"/12" wheels). **BTRDA® Rally First** list of permitted tyres includes:-

Silverstone 505	Yokohama AO35
Dunlop SP 82 or 85	Khumo R700
Hankook R201	Maxsport RB3

Used (part worn) rally tyres from any manufacturer are permitted provided they are fully legal for use on the public highway and listed on the VDF.

[11.2] The use of 'road pattern' tyres is permitted subject to them being listed on the VDF.

[11.3] Hand cutting or any other modification or the use of chemicals to alter the properties of the tyre is not permitted.

[11.4] Each car is limited to a maximum of 6 tyres per event which will be marked by the Championship Scrutineer at pre event Scrutineering.

12 Brakes:

[12.1] Brake pad and shoe lining materials are free.

[12.2] Brake hoses must be standard, standard pattern or of a higher specification.

[12.3] ABS if fitted may be disabled and / or removed.

[12.4] It is permitted to fit proprietary brake proportioning valves. If proprietary valves are fitted, it is then permitted to remove the standard brake proportioning valve.

[12.5] It is permitted to modify or replace the handbrake lever, in order to alter the length or angle of the lever and also to provide a 'fly-off' mechanism. A mechanical means of positively 'locking on' the handbrake must be retained which complies with 'Construction and Use Regulations'.

13 Electrics:

[13.1] The battery type and size is free. The location must be standard but additional securing straps may be fitted.

14 Fuel:

[14.1] The vehicle must only use fuel that conforms to the MSA definition of Pump Fuel.
(MSA Yearbook – Terminology)

15 Older Vehicles:

Vehicles based on a model that ceased production before 1st Jan 1998 are permitted the following variations: -

[15.1] Re-boring for the purposes of re-lining the engine to the original capacity is allowed.

COMPLIANCE

BTRDA® Rally First officials may check compliance with these regulations by any means at any time. Any costs arising from compliance checks will be the responsibility of the competitor.

Competitors are requested to make to make provision for scrutineers wire seals to be applied. Every engine/gearbox should have available predrilled 1/16" diameter holes in accessible locations to ensure they can be effectively sealed.

(a) Sump ⇒ cross drilled holes through retaining screws, bolts or studs

(b) Head ⇒ cross drilled holes through two adjoining head bolt / studs or rocker / cam cover bolts or studs.

(c) Gearbox ⇒ end plate bolts or screws or any gear access plate bolts or screws.

If no wire sealing holes are available the engine or gearbox may be checked forthwith.

The Championship Scrutineer may seal or mark components and assemblies for conformity checking. Any seals or marks applied may only be removed with the Scrutineer's written permission.

APPROVED PARTS AND MODIFICATIONS:

Requests may be made for the use of other parts or modifications if a standard part is demonstrably unreliable in competition conditions. The new part or modification may only be used on the basis of written permission from **BTRDA® Rally First**. Permission will not be given if the new part or modification is anticipated to give a performance advantage. Please contact the **BTRDA®** officials before undertaking a modification if you have any doubts.