

SRCC SPORTS 2000 HISTORIC CHAMPIONSHIP SPORTING & TECHNICAL REGULATIONS 2017

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SRCC SPORTS 2000 HISTORIC CHAMPIONSHIP REGULATIONS

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1. SPORTING REGULATIONS-GENERAL.

1.1 TITLE & JURISDICTION:

1.1.1 The SRCC Sports 2000 Historic Championship is organised and administered by the Sports 2000 Racing Car Club (SRCC) in accordance with the General Regulations the Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

1.1.2 The Organisers reserve the right to issue additional statements clarifying items in the rules and regulations, and all such statements will be issued to all registered drivers by posting to the address detailed on the registration form (subject to MSA Regulation D11.1.3).

MSA Championship Permit No: CH2017/R099

Race Status: National B.

MSA Championship Grade: D

1.2 OFFICIALS:

1.2.1 Co-ordinator: Heidi Williams. 10 Reeves Close, Wheatstone, Leicestershire, LE8 6YG

1.2.2 Eligibility Scrutineer: ~~Jonathan Cook~~ ~~Kevin Lewis~~ Tel: (H) 01386 870081 01224 442347 (W) 01386 870081 (M) 07738 628454 e-mail: ~~crook_jonathan@hotmail.com~~ ~~kev_lewis@btinternet.com~~

1.2.3 Championship Stewards: ~~David Scott~~ ~~Bob Armstrong~~, Rick Smith, & ~~Richard Norbury~~ ~~Drew Furlong~~
In the event of any of the Championship Stewards listed above being unavailable or being unable to consider any particular matter due to a perceived conflict of interest, the organisers reserve the right to appoint an alternative Championship Steward or, if deemed to be necessary, more than one alternative Championship Steward.

1.2.4 Championship Clerk of Course: Bernard Cottrell. BRSCC, Homesdale Business Centre, Platt Industrial Estate, Borough Green, Kent, TN15 8JL. Phone No (01732) 780100 email: bernard@brscc.co.uk

1.3 COMPETITOR ELIGIBILITY:

1.3.1 Entrants must be fully paid up valid membership card holding members of the SRCC and in possession of valid 2016 MSA Entrants Licences.

1.3.2 Drivers and Entrant Drivers must be fully paid up valid membership card holding members of the SRCC, be registered for the Championship and be in possession of a valid MSA Competition (Racing) National (B) or above licences, or equivalent (MSA Regulation H.26.1.5)

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.

1.3.3 SRCC reserve the right to allow entry of a Celebrity / Development / Guest car at any event. Such drivers will be identified on the published SRCC entry list by the letter 'G' after the class identifier and the following articles of these regulations will not apply: 1.4; 1.6 & 1.7 (with the exception of 1.7.2)

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

1.4 REGISTRATION:

1.4.1 All drivers must register for the championship by returning the Registration Form with the Registration Fee to the General Secretary (SRCC) prior to the Final Closing date for the first round being entered.

1.4.2 The Registration Fee is £190 made payable to The SRCC.

1.4.3 Registrations will be accepted from publication of these Regulations until the closing date for the last round of the Championship.

1.4.4 Registration numbers will be the permanent Competition numbers for the Championship.

1.5 CHAMPIONSHIP ROUNDS:

The SRCC Sports 2000 Historic Championship will be contested over 8 rounds at the following venues:

ROUND	DATE	CIRCUIT	INFORMATION
1 & 2	April 8th/9th	Silverstone International	Double Header. Two races for combined Duratec, Pinto & Historic Championships.
3	May 6th/7th	Cadwell Park	Single 'standalone' race for combined Pinto & Historic Championships only.
4 & 5	May 27th	Oulton Park International	Double Header. Two races for combined Duratec, Pinto & Historic Championships.
6	July 15th/16th	Castle Combe	Single race for combined Duratec, Pinto & Historic Championships
7	August 26th/27th	Snetterton 300	Single race for combined Duratec, Pinto & Historic Championships
8	October 21st/22nd	Brands Hatch Indy (FF Festival)	Single 'standalone' race for combined Pinto & Historic Championships only.

1.6 SCORING:

1.6.1 Points will be only be awarded to Championship Registered Competitors listed as classified finishers in the Final Results as follows: 1st-15; 2nd-14; 3rd-13; 4th-12; 5th-11; 6th-10; 7th-9; 8th-8; 9th-7; 10th-6; 11th-5; 12th-4; 13th-3; 14th-2; 15th- and all other classified finishers -1 point. Note: Championship Registered Competitors who qualify but are not classified as a finisher in the Final Results will be awarded 1 point (unless the non-classification is due to the imposition of a penalty).

1.6.2 The totals from all qualifying rounds run (less 1) will determine the final championship points and positions. A missed round can be counted as a dropped score.

1.6.3 Ties shall be resolved using the formula in MSA Regulation [W1.3.4] in the current MSA Yearbook

1.6.4 Where a combined race for any of the SRCC Sports 2000 Championships, Pinto, Historic or Duratec is listed as a Championship Round in the regulations, the following shall apply:

- For Championship Rounds listed as a 'Single Race or Single Standalone Race' there will be a single qualifying session, with the single combined grid based on the fastest qualifying times irrespective of championship. A single results sheet will be published but points will be awarded separately, in accordance with the individual championship regulations to cars competing in the SRCC Sports 2000 Pinto, Historic and Duratec Championships. Thus the first Duratec car to finish is awarded 15 points, the first Pinto car to finish is awarded 15 points and the first Historic car is awarded 15 points etc. as in 1.6.1.

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- For Championship Rounds listed as a 'Double Header' there will be a single qualifying session, with the single combined grid based on the fastest qualifying times irrespective of championship, for race 1. Race 2 grid positions will be determined by the overall finishing order of race 1. Non finishers in race 1 will be allocated grid positions at the back of the grid and in order of non-finishing i.e. the first car to non-finish will be furthest back on the grid. A single results sheet will be published for each race and points will be awarded separately, in accordance with the individual championship regulations to cars competing in the SRCC Sports 2000 Pinto, Historic and Duratec Championships. Thus, in each race, the first Duratec car to finish is awarded 15 points, the first Pinto car to finish is awarded 15 points and the first Historic car is awarded 15 points etc. as in 1.6.1.

1.6.5 If, after the publication of the Championship Regulations, for reasons of force majeure, it is necessary to combine races for the separate Pinto, Historic or Duratec Championships that are listed on the calendar as 'single or single standalone races', then 2 combined races will take place with a single qualifying session for race 1 and race 2 grid positions as per 1.6.4 'Double Header'. Each race will count as 50% of a championship round. Classified finishers will be awarded points separately, in accordance with the individual championship regulations (at half value) to cars competing in the SRCC Sports 2000 Pinto, Historic and Duratec Championships. Thus the first Duratec car to finish in each race, is awarded 7.5 points, the first Pinto car to finish in each race is awarded 7.5 points and the first Historic car to finish in each race is awarded 7.5 points, while the second Duratec car to finish is awarded 7 points and the second Pinto car to finish is awarded 7 points etc. Notification of necessary race combining will be made to all entered competitors by way of an 'Event Bulletin'

1.7 AWARDS:

1.7.1 All awards are to be provided by the Organising Club unless agreed otherwise.

1.7.2 Per Round: Garlands to 1st in each class. Trophies to 1st, 2nd, and 3rd overall and also in each Class.

1.7.3 Championship: Trophies to 1st, 2nd, 3rd, 4th and 5th in each Class.

1.7.4 Bonuses: Per Round: Not applicable. Championship: Not applicable.

1.7.5 Presentations: Garlands and Trophies are to be provided for presentation at the end of each race or at an end of the meeting presentation ceremony. Competitors shall be obliged to attend all prize giving ceremonies for which the race meeting and championship organisers advise notice of the dates, times and venues in their final instructions or bulletins. Non attendance may result in a forfeit of Awards

1.7.6 Entertainment Tax Liability: Not applicable.

1.7.7 Title to all Trophies: In the event of any Provisional Results or Championship Tables being revised after any provisional presentations and such revisions affect the distribution of any awards the Competitors concerned must return such awards to the SRCC in good condition within 7days.

2 SPORTING REGULATIONS – JUDICIAL PROCEDURES

2.1 ROUNDS: In accordance with Section [C] of the current MSA Yearbook.

2.2 CHAMPIONSHIP: In accordance with Section [C] of the current MSA Yearbook.

3 SPORTING REGULATIONS - CHAMPIONSHIP RACE MEETINGS & RACE PROCEDURES

3.1 ENTRIES:

3.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry closing dates as per the entry forms for each round.

3.1.2 Incorrect or incomplete entries (including driver to be nominated entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Meeting receives the missing or corrected information or fee.

3.1.3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Secretary of the Meeting in writing. If Driver/Vehicle changes are made after the publication of Entry Lists with Final Instructions, the Competitor concerned must apply for approval of acceptance by the Stewards of the Meeting BEFORE Signing-On.

3.1.4 The maximum entry fee for each round shall be as per the Supplementary Regulations for each round.

3.1.5 The SRCC General Secretary maintains a selection order list. Entries up to the maximum number permitted to practice will be selected according to the list current on the closing date for entries for each round, the selection for the race will be made from these entries in order of receiving them. Any entries in excess of this will be treated as Reserves in order of their standing on the aforementioned list. If on the closing date, entries accepted in accordance with the above have reached or exceeded the maximum number permitted to practice, any further entries will be held in abeyance.

3.1.6 Reserves are to be nominated on the Final List of Entries published with the Final Instructions or Amendment Sheet Bulletins. All Reserves will practice and replace withdrawn or retired entries in Reserve Number order irrespective of class subject to the provisions of 3.4. If Reserves are given Grid Places prior to issue of the first Grid Sheets for any round, the times set in Practice shall determine their grid positions. If Reserves are given places after the publication of the grid sheet and prior to cars being collected in the official 'Assembly Area' they will be placed at the rear of the grid and be started without any time delay. Otherwise, they will be held in the Pit lane and be released to start the race after the last car to start the GREEN FLAG LAP or last car to take the start has passed the startline or pit lane exit, whichever is the later. Such approval to start MUST be obtained from the Clerk of the Course.

3.2 BRIEFINGS: Organisers will notify Competitors of the times and locations for all briefings in the Final Instructions for the meetings. Competitors must attend all briefings, which are mandatory.

3.2.1 The Clerk of the Course may impose a fine as detailed in MSA [Appendix 1 13.6] (ii) on any competitor who fails to attend, or who reports late at, a scheduled driver's briefing.

3.3 PRACTICE:

3.3.1 The minimum period of practice to be 20 minutes subject to the provisions of MSA Regulation [Q4.5]. Should any practice session be disrupted, the Clerk of the Course shall not be obliged to resume the session or re-run sessions to achieve the championship criteria and the decision of the Clerk of the Course shall be final.

3.3.2 Should the need arise to stop any practice, RED LIGHTS will be switched on at the Start Line and RED FLAGS will be displayed at the Start Line and at all other Marshal signalling points around the circuit. This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and return to the pit lane unless directed by officials, not to do so.

3.4 QUALIFICATION: Each driver should complete a minimum of 3 laps practice in the car to be raced and in the correct session in order to qualify for selection and order of precedence as set out in the MSA regulations [Q4.5]. The Clerk of the Course and/or Stewards of the Meeting shall have the right to exclude any driver whose practice times or driving are considered to be unsatisfactory - as per MSA Regulation [Q4.5.3].

3.5 RACES:

3.5.1 The standard minimum scheduled race distance shall be 25 minutes. Should any race distance be reduced at the discretion of the Clerk of the

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Course or Stewards of the Meeting, it shall still count as a full points-scoring round.

3.6 STARTS:

- 3.6.1 All race start countdowns are to have a minimum elapsed period of 3 minutes from the time all cars are released to form up on the grid to the start of the Green Flag Lap(s) in the formation as specified on the Track Licence for each circuit.
- 3.6.2 The minimum countdown procedures/audible warnings sequence shall be - 1 minute to start of Green Flag/Pace Lap - Start Engines/Clear Grid. 30 seconds-Visible and audible warning for start of Green Flag/Pace Lap.
- 3.6.3 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.
- 3.6.4 Any cars removed from the grid after the 1 minute stage or driven into the pits on the Green Flag Lap shall be held in the pit lane and may start the race after the last car to take the start from the grid has passed the startline or pit exit lane whichever is the later.
- 3.6.5 Any drivers unable to start the Green Flag/Pace lap or start are required to indicate their situation as per MSA regulation [Q12.13.2] and any drivers unable to maintain grid positions on the Green Flag Lap to the extent that ALL other cars are ahead of them, may complete the Green Flag Lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.
- 3.6.6 Excessive weaving to warm-up tyres - using more than 50% of the track width, and falling back in order to accelerate and practice starts, is prohibited.
- 3.6.7 A five second board will be used to indicate that the grid is complete The red lights will be switched on five seconds after the board is withdrawn. All cars will start racing when the red start light(s) are extinguished. In the event of any starting lights failure the Starter will revert to the use of the National flag.

3.7 RACE STOPS:

- 3.7.1 Should the need arise to stop any race, RED LIGHTS will be switched on at the Startline and RED FLAGS will be displayed at the Startline and at all Marshals Signalling Points around the circuit. This is a signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the starting grid area, which will automatically become a Parc Ferme area. Cars may not enter the Pits unless directed to do so. Work on cars already in the Pits must cease when a race is stopped.
- 3.7.2 Case A – Less than two laps completed by Race leader.
The Race will be null and void. The race will restart from the original grid positions. Competitors unable to take the restart may be replaced by reserves who will start from the back of the grid in reserve order. Gaps on the grid should not be closed up. The length of the restarted race will be determined by the Clerk of the Course.
- 3.7.3 Case B – More than two laps completed by Race Leader but less than 75%
The Race will restart from a grid set out by the finishing order of part one (as per MSA Regulation [Q5.4.2]). The result of the race will be the finishing order at the end of part two. The length of the restarted race will be determined by the Clerk of the Course.
- 3.7.4 If the leader has completed more than 75% of the race distance or duration it shall not be re-started and the results will be declared in accordance with MSA Regulation [Q5.4.3] unless the Clerk of the Course, in consultation with the Stewards deem it appropriate to restart the race.
- 3.8 RE-SCRUTINY: All vehicles reported involved in contact incidents during races or practice must be re-presented to the Scrutineers before continuing in the races or practice.
- 3.9 PITS AND PITLANE SAFETY:
- 3.9.1 Pits: Entrants must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.
- 3.9.2 Pitlane: The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take all due care and drive at minimum speeds in pit lanes.
- 3.9.3 Refuelling: May only be carried out in accordance with the MSA [Q13] Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.
- 3.9.4 There will be a speed limit of 60 kph within the marked pit lane that will be checked by radar. You may be penalised for exceeding that speed.
- 3.10 RACE FINISHES: After taking the chequered flag drivers are required to: - Progressively and safely slow down, remain behind any competitors ahead of them, return to the Pit lane Entrance/Paddock Entrance as instructed, comply with any directions given by Marshals or Officials and to keep their helmets on and harnesses done up while on the circuit or in the pit lane. NB. After taking the finish all drivers are to take their cars directly to the Scrutineering Bay. The only exception is when they are directed to the award presentation area, by a race official. These cars will be taken directly to the Scrutineering Bay after the presentations without interference from any person. Competitors who fail to comply will be reported to the Clerk of Course.
- 3.11 RESULTS: All Practice Timesheets, Grid Sheets and Race Results are to be deemed PROVISIONAL until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical procedures.

3.12 TIMING MODULES

- 3.12.1 All competitors are required to purchase and fit an approved Electronic Self Identification Module (transponder) to their cars for the purposes of accurate timing. It is the responsibility of the competitor to fit these to car in the position and manner specified by the supplier/timing Company. The Modules must be in place and functioning correctly for all Championship qualifying practice sessions and races.
- 3.12.2 Competitors may not place electronic timing equipment within 5 metres of the official start, finish or any other official timing lines at any event or test session/day. Any such equipment placed within these zones will be removed.

3.13 QUALIFICATION RACES: Not Applicable

3.14 OPERATION OF SAFETY CAR:

- 3.14.1 The Safety Car will be brought into operation and run in accordance with Section Q Appendix 2 of the MSA General Regulations.

4. CHAMPIONSHIP RACE PENALTIES:

4.1 INFRINGEMENT OF TECHNICAL REGULATIONS:

- 4.1.1 Arising from post practice Scrutineering or Judicial Action: Minimum Penalty: The provisions of MSA Regulations: [C3.3].
- 4.1.2 Arising from post race Scrutineering or Judicial Action: Minimum Penalty: The provisions of MSA Regulations: [C3.5.1 (a) & (b)].
- 4.1.3 For infringements deemed to be of a more serious nature the Clerk of the Course may invoke the provisions of Regulation [C3.5.1 (c)].

4.2 INFRINGEMENTS OF NON-TECHNICAL MSA REGULATIONS AND THE SPORTING REGULATIONS ISSUED FOR THE CHAMPIONSHIP:

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- 1) As per current MSA Judicial Procedure Regulations. If excluded the driver shall count that event as one of the point scoring rounds counting to his total championship score.
- 2) In order to maintain standards of conduct, the Championship Coordinator ~~and/or the Driving Standards Officer~~ will monitor all Officials/Observers reports of adverse behaviour at race meetings. If any individual is included on such report during one racing season he/she will receive written warning from the Championship Coordinator ~~and/or the Driving Standards Officer~~ that his/her driving/behaviour is to be specifically observed at future race meetings. Any adverse reports during this period of observation could result in a Championship Stewards' enquiry, with possible loss of Championship points and refusal of further race entries.
- 3) The Clerk of the Course and/or Stewards of the Meeting may apply other penalties, such as 'Stop and Go or Drive Through' during races as deemed applicable.
- 4) The Championship Clerk of the Course ~~and/or Championship Stewards and/or the Driving Standards Officer~~ may request in-car camera footage from any competitor reported of adverse driving/behaviour during a Championship race meeting. This footage (where applicable) must be made available by the competitor.
- 5) At the discretion of the Championship Clerk of the Course and/or Championship Stewards a probationary period of 1 to 3 races may be imposed if the driving standards displayed are still deemed to be unsatisfactory. Reports may then be presented to the Championship stewards for review and of appropriate imposing of Championship penalty. During any such probationary period, both Officials/Observers reports and the competitor's in-car camera footage will be used to judge the current driving standards at each meeting of the probation. In the case of the competitor not having an in-car camera system fitted, then to be allowed the probationary period, that competitor must install an approved in-car camera/recorder at the competitors own cost, in time for the next Championship round.

5 TECHNICAL REGULATIONS

5.1 INTRODUCTION:

The following Technical regulations are set out in accordance with the MSA specified format. Vehicles must be in compliance with MSA General Technical & Safety Regulations as per [J, K & Q] as appropriate. It should be clearly understood that if the following texts do not clearly specify that you can do it you should work on the principle that you cannot. The Eligibility Scrutineer may seal engines and transmissions at any time during the racing season for later inspection. At the time of the inspection, a member of the SRCC Technical Committee may accompany the Eligibility Scrutineer.

- 5.1.1 Scrutineering: The official MSA Eligibility Scrutineer or his appointed deputy will be attending rounds of the championship and he is available to provide advice as well as ensuring that the regulations are strictly enforced to ensure fair play.
- 5.1.2 To allow for the use of scrutineer's wire seals, certain components must have the heads of 2 adjacent securing bolts or the joint flange in 2 opposite locations, cross-drilled. The cross drilling will leave a through hole of 1.6mm minimum diameter. The components that must be made ready for sealing are: Cam Cover. Sump. Differential Side Plates. Inlet Manifold (To Head) Throttle Body (To Inlet Manifold). Failure to comply renders the engine ineligible. MSA Regulation J3.1.5 and J3.1.6 applies. See also 5.7.1 s)
- 5.1.3 In addition to the requirements to seal engines/gearboxes for eligibility checks, the eligibility scrutineer may request direct access to on-board data logger systems (if fitted) for the purpose of analysis. Any refusal will be seen as a breach of the standards of conduct as per 4.2 2)
- 5.1.2 To allow for the use of scrutineer's wire seals, certain components must have the heads of 2 adjacent securing bolts or the joint flange in 2 opposite locations, cross-drilled. The cross drilling will leave a through hole of 1.6mm minimum diameter. The components that must be made ready for sealing are: Cam Cover. Sump. Differential Side Plates. Inlet Manifold (To Head) Carburettor (To Inlet Manifold). Failure to comply renders the engine ineligible. MSA Regulation J3.1.5 and J3.1.6 applies

5.2 GENERAL DESCRIPTION:

- 5.2.1 The SRCC Sports 2000 Historic Championship is for competitors participating in open Cockpit 2-seater rear engine sports racing car, built before 31/12/1982 using standard Ford 2000 cc single overhead camshaft 'Pinto' engine with 2-venturi carburettor. Historic Sports 2000 is a restricted class, with the aim to keep the cars as close to original specification as possible. Therefore any allowable modifications, changes or additions are as stated herein. There are no exceptions. IF IN DOUBT, DON'T.
- 5.2.2 Cars must be in the specification for such cars in their original year of manufacture. No updating beyond such specification or other modification is permitted except that cars may be updated or modified to accord with the latest specification that was attained by identical models provided that was before 31/12/82. Cars may also use parts that were available, or are equivalent to those that were available and conformed to Sports 2000 regulations up to 31/12/82. The onus of proof shall be with the competitor/entrant. The SRCC will implement an approved Vehicle Identification Paper/Logbook for Historic Sports 2000 cars.
- 5.2.3 Hybrid cars are not eligible for the Sports 2000 Historic Championship.
- 5.2.4 Excluded from these restrictions are: -
 - a) The addition of extra safety or protection features, which do not improve the performance of the car (E.g. front end foot protection structures or stone/gravel guards to protect the engine drive belts), and which also conform to the current Sports2000 regulations.
 - b) The addition of electronic analogue instruments, rev limiters and lap timers.

5.3 SAFETY REQUIREMENTS:

The following Articles of MSA Regulations Section K will apply: - K1 to K1.5.2, K1.6.2, K1.6.4, K1.6.5, K 1.6.6, K1.7, K1.8, K2.1, K2.1.3, K2.1.4, K2.1.6 TO K2.1.10, K2.3, K3, K3.1, K3.1.2(a) or K3.1.3, K3.1.6 to K3.5, K5.1, K5.2, K6, K7.1 TO K7.4, K8.1, K8.3, K8.4, K8.5, K9.1 to K9.3, K10.1 TO K10.4, K11.1 to K11.3, K13, K14.1 to K14.3

5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

5.5 CHASSIS:

- 5.5.1 Unrestricted except that the use of carbon fibre composite structural materials is prohibited. No engine oil or water tubes are permitted within the cockpit. The engine will be mounted upright and aligned fore and aft in the chassis.
- 5.5.2 It is the intent of these rules to minimise the use of ground effects to achieve aerodynamic down force on the vehicle. Thus the chassis and body surfaces which comprise the underside of the car shall not deviate from a flat plane by more than 2.5cm or 1". This deviation may not be used to create an aerodynamic device. For this purpose the underside is defined as being within the rectangular area along the length between the front edge of the front tyres and the rear edge of the rear tyres and across the outside of the front and rear rims. No aerodynamic devices e.g. skirts, body sides etc., shall extend below this surface anywhere on the car to the rear of the front wheels. The area of this surface must extend to the full width of the body, it must be of minimum width 142.24cm over a length of 91.44cm (i.e. there must be a rectangular solid surface of at least 142.24cm measured across the vehicle by at least 91.44cm measured along the longitudinal axis of the vehicle).
- 5.5.3 There must be no stressed part (centre spine/chassis divider/stiffening panel) in the longitudinal section of the chassis structure, between the steering wheel and the seat back and inside of the driver/passenger space that exceeds in height, 30cm (11.8") above the lowest point of the chassis. (The lowest point of the chassis is described as the underside of the chassis/ZO plane)

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- 5.5.4 Space for 2 seats shall be provided each of at least 40cm (15.75") width and shall be positioned symmetrically about the vehicle's longitudinal axis. There shall be at least 25cm (9.9") wide foot space for the driver measured at the pedals. The passenger space should provide as much seat space, elbowroom, foot and legroom in terms of length, width and height as that of the driver space. Battery boxes and fire extinguishers are permitted in the passenger seat area.

5.6 BODYWORK INCLUDING SPOILERS.

- i) The body shall provide a cockpit for 2 seats and cover all mechanical components including wheels and suspension members except for the exhaust pipe, induction system and camshaft cover which may protrude through the engine cover.
- ii) Between the front and rear axle lines the body shall:
 - a) Maintain over a minimum of 70% of the length of the wheelbase and over a depth of 20cm (7.9") a minimum body width exceeding the greatest overall width across the tyres less 15cm (5.9").
 - b) Exceed in height the top of the tyres over a width of 50cm (19.7") excepting only cockpit and engine openings. There shall be no gap between the main body and the mudguards, which must comply with MSA vehicle regulations.
- iii) The cockpit opening seen in plan view shall be symmetrical about the longitudinal axis of the car and shall be large enough for a horizontal rectangle of 80cm (31.5") by 40cm (15.75") to be passed through with its minor axis aligned with the vehicle's longitudinal axis.
- iv) All ducted air for heat exchangers (water/oil) and brakes shall pass through those heat exchangers or onto those brakes.
- v) Maximum vehicle length forward of the front axle centreline: 91.5cm (36") (including spoilers), the maximum vehicle length rearward of the rear axle centreline: 115cm (45.5") (including spoilers)
- vi) Spoilers mounted at the front of the vehicle are permitted. Those spoilers may only be adjusted in a horizontal plane.
- vii) Spoilers mounted at the rear of the vehicle are permitted. Those spoilers may only be adjusted in a plane that is vertical or $\pm 20^\circ$ of vertical.
- viii) Windscreens are optional.

5.6.1 Modifications Permitted:

1. General: None in contravention of 5.6.2 below.
2. Interior: None in contravention of 5.6.2 below.
3. Exterior: Spoilers mounted at the rear of the vehicle may include a gurney lip/stiffening fold not exceeding 10mm when viewed from above.
4. Silhouette: None in contravention of 5.6.2 below.
5. Ground Clearance: Cars must comply with MSA regulation [J5.20.11].

5.6.2 Modifications Prohibited:

1. General: The body above the chassis level in the region of the cockpit shall not be reinforced in any way that would complicate or hinder the rescue of the driver.
2. Interior: No engine oil or water tubes are permitted within the cockpit.
3. Exterior: Spoilers shall not contravene the maximum vehicle length as defined in 5.6.v) of these regulations, at any time. There must be no gap between their surfaces, or any other spoiler, and the main bodywork. No bodywork/diffuser extension of the underside panel, or support structure for the floor that may be considered to aid down force, is allowed between the inside faces of the rear wheels, from a vertical plane connecting the rear wheel centre points, to the rear extremity of the car. The rear wheel centre points are defined as 'The centre of the axis, about which the rear wheels rotate, while the vehicle is travelling in a forward or rearwards direction'.
4. Silhouette: Maximum height with driver on board excluding safety rollover bar and mirrors shall not exceed at any time 90cm (35.4") measured from the ground.
5. Material: None in contravention of 5.2. (e.g. Carbon fibre is not allowed)
6. Ground Clearance: See 5.6.1.5 above

5.7 ENGINE

- 5.7.1 Modifications Permitted: Where Ford Motor Co are no longer able to supply replacement parts, it is acceptable, within these rules, to use parts from other sources so long as they are direct replacements, do not increase the engine performance and have been approved by the SRCC Technical Committee. A direct replacement, in these rules, means the part, and any sub components within the part, will be dimensionally within the original Ford drawing tolerances and otherwise would conform to the relevant Ford material and test specifications. The only permitted engine is the Ford 2 litre single overhead camshaft 'Pinto' engine.

- a) Cylinder bores may be increased in size by no more than a + 0.5mm rebore on the standard 90.84mm, with a bore size wear allowance of 0.1mm, giving a maximum bore size of 91.44mm. Max capacity not to exceed 2025 CCs. Stroke 77.050 max – 76.850 min mm.
- b) A standard crankshaft shall be used. Spot machining to achieve balance is permitted. Tuffriding, Parkerizing, shot peening, shot blasting and polishing are permitted. Minimum weight is 12.47Kgs (27.5lbs). Standard oversize and undersize bearings are permitted. This does not allow reducing the bearing surface area by reducing the width of standard bearings.
- c) The flywheel shall be a standard Ford production item for the 2000cc SOHC 'Pinto' engine. The clutch may be a standard unit or an AP Cover plate assembly CP2511-1 with driven plate CP5351-1. Machining to achieve minimum weight and balance is permitted. Flywheel bolts are free and locating dowels are permitted. A Ford 'Kent' 1600 GT starter ring may be fitted. Minimum weight of flywheel and clutch assembly with cover-plate to flywheel bolts and flywheel to crankshaft bolts and dowels, 12.5Kgs.
- d) Maximum compression ratio will be controlled as follows:
 - i) Minimum cylinder head combustion chamber volume 50cc (not including head gasket). Polishing and/or grinding of the cylinder head to achieve only the required combustion chamber volume is permitted.
 - ii) Standard Ford gasket minimum compressed thickness 0.9mm. Minimum diameter of cylinder aperture 92mm.
 - iii) Pistons shall not protrude above the cylinder block surface at TDC.
- e) Pistons must be the standard Ford component for this engine or absolutely identical aftermarket production pistons, unmodified in any way except for balancing as follows:
 - To achieve balance material may be removed from the internal surfaces at any location below the lowest point of the gudgeon pin. All external surfaces, dimensions and profiles must remain standard for the nominal size of piston being used, with the exception of the top surface of the piston crown which may be subjected to simple machining to achieve balance and the objectives of the above clause regarding compression ratio. Minimum permitted weight of piston complete with rings, gudgeon pin and standard Ford connecting rod with bolts and without bearings = 1255 grams. All 3 piston rings shall be fitted. Compression rings and scraper second rings shall be one-piece single homogeneous material type with conventional plain gaps. Chromium or molybdenum plating of the top ring is optional; oil control rings shall be either single piece twin land type or apex 3 piece (2 rails and an expander).
- f) Connecting rods shall be standard Ford parts. Alternate connecting rod and big end bolt assembly part no. M6200C200 are permitted. ARP big end bolts part no. ARPBE03 are permitted.
- g) Machining is permitted to remove metal from the balancing bosses to achieve balance only. In addition the outside diameter of the small end forging may be machined around to the shank blends only. The rod shank may not be machined. Tuffriding, Parkerizing shot peening, shot blasting, polishing etc. are permitted. It is permitted to radius the area around the big end cap retaining bolts.
- h) Inlet and exhaust valves may be Ford OE or aftermarket items as long as the valve is dimensionally identical to the original Ford drawing, and is of similar mass to the OE part. Valves shall remain standard. No re-profiling or polishing is permitted. The original 45° seat angle shall be maintained. Maximum face diameter inlet is 42.2mm Maximum face diameter exhaust 36.2mm Maximum valve stem diameter 8.4mm. Overall length, inlet 111.15mm (± 0.5 mm). Overall length, exhaust 110.55mm (± 0.5 mm).
- i) It is permissible to reshape inlet and exhaust ports by removal of metal within limits. Addition of material in any form is prohibited. The

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maximum diameter of inlet port at manifold head face 39.5mm. Maximum dimension of exhaust port at manifold face 35.5mm x 27mm. The distance between the valve centres and the angles of all the valves shall not be altered.

- j) The only permitted camshafts and rockers are the standard Ford production items for the 2000cc SOHC 'Pinto' engine (which shall be fully manufactured and ground by the Ford Motor Co. and have the following Finis codes: Camshaft-1584660 Camshaft/follower kit-5004836) or the SRCC approved alternate camshaft kit, supplied by Kent Cams (Part Number SRCC2000K). The camshaft and rockers shall remain entirely unmodified. Offset keys are permitted. Vernier pulleys are permitted. It is prohibited to grind from blanks, regrind or re-profile. Tuftriding or Parkerizing is permitted. Maximum valve lift at determined points by camshaft rotation will be established by the use of low rate substitute valve spring (load characteristics 12lbs at 1.417" and 30lbs at 1.000") with zero tappet clearance. Camshaft duration (profile) and Inlet to Exhaust lobe timing interval may be checked against Ford data, initially by the use of a profile gauge and secondly by an appointed specialist, if deemed necessary.

- k) Maximum valve lift against cam angle with zero tappet clearance (lift measured in mms)

Angle	Inlet		Exhaust	
	Opening	Closing	Opening	Closing
0	10.442	10.442	10.442	10.442
5	10.36	10.36	10.36	10.36
10	10.11	10.11	10.11	10.11
15	9.69	9.69	9.69	9.69
20	9.11	9.11	9.11	9.11
30	7.45	7.45	7.45	7.45
40	5.17	5.17	5.17	5.17
45	3.86	3.86	3.86	3.86
50	2.58	2.59	2.58	2.59
60	.81	.86	.81	.86
70	.43	.54	.43	.54
80	.19	.37	.19	.37
90	.01	.20	.01	.20

- l) It is permitted as a means of repair to replace damaged valve seats and cylinder bores by replacement cast iron valve seat inserts and cast iron cylinder liners. Valve guides may be replaced with cast iron or bronze all to standard dimensions. Holes left by the removal of non-standard external oilways shall be mechanically plugged.
- m) Balancing of reciprocating and rotating parts is permitted only by removal of metal from locations so provided by the manufacturer.
- n) Non-standard rocker covers are permitted provided they in no way improve the performance of the engine.
- o) Standard valve spring retainers shall be used and single valve springs only are permitted. Shims are permitted and valve springs are otherwise free.
- p) Gaskets and seals are unrestricted except for cylinder head gasket, carburettor to inlet manifold gasket and inlet manifold to head gasket which must be dimensionally identical and of a similar type to original Ford gaskets for this engine.
- q) Pump, fan and generator drive pulleys are unrestricted. The crank case breather may be altered or removed but all breathers shall discharge into a catch tank. Mechanical tachometer drives may be fitted.
- r) Localised machining of the cylinder block is permitted to allow fitting of a dry sump system.
- s) In the interest of equality, any car that is suspected to have a power advantage, will, at the discretion of the series scrutineer have its engine sealed and subsequently will be required to undertake performance testing on an SRCC approved rolling road. If the noted power output of the engine, measured at the rear wheels (240/45 Radial Tyres), is in excess of 97 BHP (98.3PS) then the engine in question will be further inspected, by disassembly and/or electronic investigation. If, as a result of this action, the engine is deemed non-conforming, then the provisions of 4.1 'Infringement of Technical Regulations' will apply.

5.7.2 Modifications Prohibited: Any not specifically permitted in 5.7.1. The addition of material by any means to any component is prohibited. Only modifications or additions specifically covered by these regulations are permitted. It is expressly prohibited to install a flywheel other than that designed by Ford for, and fitted to, the 2000cc SOHC 'Pinto' engine as a production item. The flywheel should comply entirely with 5.7.1c). All engine components not covered by these regulations shall remain completely standard and unmodified.

5.7.3 Location: Engine must be mounted upright and aligned fore and aft in the chassis.

5.7.4 Oil/Water cooling: The lubrication system, external to the engine, is free. Existing standard production oilways, linings or oil grooves may be enlarged or reduced, but no additional ones are permitted. Standard friction surfaces must remain unchanged. Dry sump is permitted, oil coolers are free. A liquid cooling system is mandatory but the radiator is unrestricted. The radiator if housed in or incorporating a cowl air scoop deflector shall comply with body regulations. The water pump must stay in the standard Ford position and be belt driven from the engine crankshaft.

5.7.5 Induction System: A single carburettor only will be used on a standard inlet manifold. The carburettor will be a Weber 32/36 DGV 26/27mm venturi. Its origin, being from a 1600 GT Kent or 2000 SOHC 'Pinto' engine. The air cleaner may be removed and a trumpet fitted, and the jets may be changed, both throttles may open together. Cold start devices and diffuser bar may be removed. Internal and external anti-surge pipes may be fitted and seals on emission control carburettors may be removed. No other modifications are permitted. Chokes (Venturi) shall remain standard and no polishing or profiling is permitted. For clarification of permitted carburettor modifications see SRCC Technical Bulletin TB003-11 which is summarised at art. 5.18.1 d) Only the standard inlet manifold shall be used. The ports may be reshaped by the removal of metal as long as the following dimensions are maintained: maximum size at head face = 1.437" (36.5mm), maximum size at carburettor flange = 3.405" (86.5mm) x 1.595" (40.5mm). The carburettor seat face may be machined to horizontal in the fore to aft plane. The diameter of the ports may exceed the above listed dimensions if the casting bore is untouched and in its original state. The water passages in the inlet manifold may be plugged. Holes in the inlet manifold resulting from the removal of emission/vacuum lines shall be plugged.

5.7.6 Exhaust systems: Exhaust systems and manifold are unrestricted but must comply with MSA regulations J5.16.1 to J5.16.6.

5.7.7 Ignition System: Distributors are unrestricted providing they retain the original drive and location. The distributor is defined as the component which triggers the LT current and distributes the HT current. The ignition timing may only be varied by vacuum and/or mechanical means. A rev limiter is permitted. No engine management system is permitted. Only ignition systems that use only one trigger, inside the distributor or external, to initiate the low-tension current will be permitted. Any system that requires more than one sensor or input to provide another signal/voltage for any electronic/microprocessor control system will not be permitted.

5.7.8 Fuel delivery system: Only the standard mechanical fuel pump for the engine is permitted.

5.8 SUSPENSION

5.8.1 All cars shall be fitted with sprung suspension between the wheels and the chassis. Suspension must be controlled to avoid fouling of wheels on chassis or bodywork. The springing medium must not consist solely of bolts located through flexible bushes or mountings.

5.8.2 All parts shall be of steel or ferrous material with the exception of hubs, hub adapters, hub carriers, uprights, bearings and bushes, bell-cranks, pivot blocks and bushes, spring caps and platforms, abutment nuts and anti-roll bar links. Springs, steel only. It is not permitted to control body roll with additional shock absorbers.

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- 5.8.3 The shock absorber casing shall be steel or other ferrous material (See 5.18.1). Separate reservoirs for fluid and/or gas are not permitted. The shock absorber casing is defined as the item which contains the piston, fluid/gas, and moving parts which control the damping action as well as the cylinder closing cap, and the upper and lower mounting eyes/rods. Any form of active damping is prohibited. Any method of altering the damper performance by the driver whilst seated in the car is prohibited
- 5.8.4 Anti-roll bars for front and/or rear suspension may be capable of manual, mechanical adjustment by the driver when seated in the car.
- 5.8.5 Permitted Deviations:
None
- 5.8.6 Prohibited Modifications:
- Titanium is prohibited.
 - Chromium plating of any steel suspension part is forbidden.
 - Active suspensions are prohibited, as is any system that allows control of the main suspension spring rate, shock absorption and ride height when the car is moving.
 - Multiple adjustable (more than 2 way) shock absorbers are not permitted.

5.9 TRANSMISSIONS

- 5.9.1 Permitted Modifications: The gearbox shall include an operable reverse gear capable of being engaged by the driver while normally seated and contain not more than 4 forward gears. The ratios are unrestricted.
- 5.9.2 Prohibited Modifications: The differential cannot be modified in any way to limit its normal function. Torque biasing, limited slip and lock differentials are prohibited. Excessive shimming of the differential is prohibited. Non-ferrous differential components are prohibited. Electronic assisted gear change mechanisms and electronically controlled differentials are prohibited. The use of automatic and/or sequential gearbox is prohibited.
- 5.9.3 Transmission & drive ratios: Rear wheel drive only is permitted. Final drive ratio is unrestricted.

5.10 ELECTRICS

- 5.10.1 Exterior Lighting: At least one brake-light of minimum 21 watts rating (or equivalent) and one rear warning light shall be operable and visible from the rear of the car. The rear warning light shall meet the requirements of MSA regulation [K5.1 & K5.2]. There shall be a minimum gap of 5cm between the brake light and rear warning light, when viewed from the rear of the car.
- 5.10.2 An onboard battery and driver operated onboard engine self-starter is mandatory.
- 5.10.3 Generators: Generators are optional.

5.11 BRAKES

- Only one caliper per wheel is permitted.
 - A maximum of 4 (four) pistons per caliper are permitted.
 - Cooling of the calipers shall be by way of direct radiation of heat, from the caliper surface to the airstream.
 - Ducting to provide airflow to the caliper, created by the forward motion of the car is permitted. All other methods of cooling are prohibited.
 - No other material than iron or steel is permitted for brake discs.
- 5.11.1 Permitted Modifications: Calipers fitted as original equipment to the cars, but no longer available may be substituted by an equivalent caliper from the same period, or a new caliper of identical piston size and mounting layout and conforming to 5.11 a) to e) inclusive. The onus of proof of conformity shall be with the competitor/entrant.
- 5.11.2 Prohibited Modifications: Light alloy brake calipers are prohibited.

5.12 WHEELS/STEERING

- 5.12.1 Permitted options: Unrestricted apart from 5.12.2 below.
- 5.12.2 Prohibited options: Rear wheel steering is prohibited.
- 5.12.3 Construction & materials:
- Steering: Material must be metal, with the exception of bushes, seals gaiters and dust covers
 - Wheels: Material is unrestricted providing it is metal. The design must comply with 5.2 of these regulations.
- 5.12.4 Dimensions:
- Wheels: 13" diameter wheels with front rim width of 6" and rear rim width of 8" are the only wheel sizes permitted

5.13 TYRES

- 5.13.1 Specifications: Radial: Front: 160/520R13 Code N 2669 (Slick) N 2701 (Wet). Rear: 240/45VR13 or 200/50VR13 Code N1803 (Slick) N 2045 (Wet). The use of un-cut wets is prohibited. Note: It is not permitted to use the 240/45VR13 slick (N1803) rear tyre after 2016. Use of the 240/45VR13 wet tyre (N2045) is permitted for the 2017 season only.
- 5.13.2 Nominated Manufacturers: The only permitted tyres are YOKOHAMA
- 5.13.3 Proprietary tyre softening compounds and any other similar additive or treatment, designed to improve the performance of the tyre are prohibited. Any competitor found to be in breach of this regulation will be excluded from the championship.

5.14 WEIGHTS

- 5.14.1 Minimum weight must be the weight of the car in the condition at which it crosses the finishing line, or at any time during the competition and/or practice. 506Kg without the driver. No allowance given, for topping-up of fluids.

5.15 FUEL TANK

- 5.15.1 Fuel cells shall be isolated by means of bulkheads and be vented in case of spillage, leakage, or a failure of the cell such that fuel and fumes will not pass into the driver or engine compartment or around any part of the exhaust system. There shall be a liquid tight and fireproof bulkhead separating the fuel tanks from the cockpit. Metal tanks may be used if covered externally with a fireproof coating and are mounted within the main chassis structure.
- 5.15.2 Locations: Free within MSA regulations.
- 5.15.3 Fuel: Only pump fuel as defined in MSA Regulations Section B Nomenclature and Definitions [see Pump Fuel (a)] may be used. The use of power

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boosting or octane boosting additives by competitors in any fuel is prohibited.

5.16 SILENCING

5.16.1 Specification: As per MSA regulations [J5.17.1, J5.17.2, J5.17.7, J5.17.8 J5.18.1 to J5.18.5, J5.18.7 to J5.18.11].

5.17 NUMBERS AND CHAMPIONSHIP DECALS

5.17.1 Competition numbers and backgrounds shall be displayed in accordance with the requirements of the Championship Organisers and MSA regulations. The numbers and backgrounds shall be of regulation size (see MSA Blue Book J.4.1) with number backgrounds conforming to the following colours: Yellow with black numbers. SRCC, Yokohama and sponsor decals must be affixed on both sides of the vehicle; failure to comply will render the car ineligible.

5.17.2 Suppliers: Club and sponsor's decals will be available at each round.

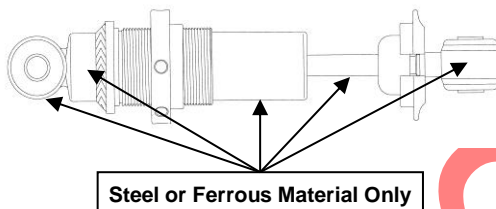
5.18 TECHNICAL APPENDIX

5.18.1 TECHNICAL INFORMATION AND DRAWINGS

ITEM

a) Shock Absorbers – Location of Steel or Ferrous Material

INFORMATION



d) Permitted Carburettor Modifications

1. It is permissible to modify the external throttle linkage to get a synchronised (both opening together) throttle system but NOT the spindle or throttle butterfly screws themselves. Examples of permitted modifications are found in Actions 2 & 5.
2. It is permissible to use the geared type synchronised secondary throttle spindle from a DGAS carburetor as part of this system but it must NOT be modified from its standard ROUND section. This is allowed because the gear and the spindle are integral but modifying it would be classed as profiling.
3. Since the throttle plates are thicker on the DGAS unit than the DGV it is allowable to shim the gap but only over the clamping area so as not to provide any streamlining of the round throttle spindle. Again standard butterfly screws MUST be used.
4. It is permissible to change the accelerator pump jet to the twin outlet DGAS type since it is permitted to change any jets as stated in Art. No. 5.7.5.
5. It is permissible to use the proprietary kit from Webcon, part number MT009HL which includes the sequential linkage and accelerator pump jet. This fits the standard DGV flat spindles and is easier to fit than the DGAS geared system.

6 APPENDICES

The following Commercial Undertakings are not subject to the Judicial procedures of either the Championship Stewards and/or the MSA/MSC

6.1 Race Organising Clubs & Contacts:

Sports 2000 Racing Car Club

51 London Lane,
Bromley,
Kent
BR1 4HB
Tel: 0208 460 3511 (eves)

Tel: 01707 358666 (days)

BRSCC HQ

Homesdale Business Centre
Platt Industrial Estate
Borough Green
Kent
TN15 8JL
Tel: 01732 780100
Fax: 01732 885783

6.2 Commercial Undertakings:

6.2.1 Vehicle Presentation: The presentation of the car is fundamental to the profile of the championship/series its sponsors and its audience. Therefore in considering whether to permit any car to race, and any point during the season, the organisers will regard as paramount the presentation of the car. In taking into account its appearance inherent in which is the standard of its presentation (including interior) they may exclude any car, which they consider may prejudice the reputation of the championship/series, or is otherwise unacceptable. This will include where the car is presented at a race event bearing accident damage sustained at a previous event and which has not been subject to the completion of an acceptable repair. Note: A Double Header can be regarded as one event for the purpose of this regulation.

6.2.2 All competitors will park in a neat and tidy manner only in the areas allocated to them by the Race Organisers and will keep these areas clean and tidy at all times. Any competitor failing to obey the instructions of the Organisers or an Official of the Meeting in these matters, in regard to their location, amount of space utilised or manner, in which it is utilised, may be reported to the Clerk of Course who may impose any penalty considered appropriate.