

2010 HANGAR 111 AEMC SPRINT CHAMPIONSHIP

This year sees the AEMC adopting the categories listed in the MSA Yearbook (the Blue Book). In general this does not mean too much, except if you have changed the engine. It also means that road-going cars do not have to be listed in What Car etc.

Some general things to note this year – you will need flame resistant gloves and the diesel equivalency is 0.7 this year. A couple of reminders, competition numbers need to be clear and on a contrasting background on each side of the vehicle to the satisfaction of the chief timekeeper, see J.4 for full details. The other thing that annoys timekeepers is the timing strut, it needs to be 254mm by 51 mm, vertical, be painted non reflective matt black and be the furthest forward part of the car and the bottom of the strut needs to be between 180mm and 200mm from the ground.

The Blue Book has many categories, but we have been able to amalgamate some of them otherwise there would have been so many classes that there would likely have been only one car in some classes. The resulting categories are Road-Going Series/Specialist Production Cars; Modified Limited/Specialist Production Cars; Sports Libre Cars and Racing Cars.

Now for a few specifics for each category

A – Road-Going Series/Specialist Production Cars

Road-Going Series Production Cars are where the production numbers exceed 1,000 per annum and Road-Going Specialist Production Cars are where production numbers are between 20 and 1,000 chassis per annum. All cars must compete in road legal condition, with reverse gear operable at all times. Seat belts must be at least 3 point; tyres can be from either list 1A or list 1B and only pump fuel can be used. As for engines Road-Going Series Production Cars the cylinder block and cylinder head **must** remain in the original position and be of the original type and material. Induction is free, as are exhaust systems, but **must** remain in the same capacity class as the original car or the manufacturer's specified option for the model and engine. For Road-Going Specialist Production Cars, the cylinder block and head **must** be of a make and type produced in at least 5,000 identical units originally available through the normal commercial channels of a land vehicle manufacturer.

There are classes up to 1400cc, 1401 to 2000cc and over 2000cc all of which exclude 4 wheel drive cars and Appendix 1 cars. 4 wheel drive cars retain their own class. Appendix 1 cars have two classes up to 1700cc and over 1700cc, examples of Appendix 1 cars are – Caterham; Westfield; Sylva; Fisher; Lotus 7, Elise, Exige and 340R; Vauxhall 220; X-Bow and similar types/derivatives of these cars.

B - Modified Limited/Specialist Production Cars

Firstly this category excludes Group B Sports Cars, GT1 Sports Cars and World Rally Cars as they are included in the Sports Libre category. A Modified Limited Production Car is one which **must** have been originally available through the normal commercial channels of the manufacturer in quantities of not less than 100 vehicles within 12 consecutive months (vehicles produced in lesser quantities may be admitted subject to the manufacturer obtaining approval from MSA). Modified Specialist Production Cars **must** have been originally available through the normal commercial channels of the manufacturer in quantities of not less than 20 chassis within 12 consecutive months.

All vehicles in this category must have roll cages fitted, at least 4 point seat belts, only pump fuel is permitted. After clarification by the MSA reverse gear is not required to be operable in this category.

The engine block **must** be externally identifiable as that fitted to the original model or specified option and it **must** remain in the same capacity class as the original car or the manufacturer's specified option for the model and engine. Additionally engines fitted to Modified Specialist Production Cars **must** be of a make and type produced in at least 5,000 identical units and fitted to a vehicle originally available through the normal commercial channels of a land vehicle manufacturer

Numerous modifications are permitted, for details see full guidance notes or MSA Year Book.

Classes are up to 1400cc, 1401cc to 2000cc and 2001cc and over.

C – Sports Libre Cars

The following sub categories are allowed – Special Saloons, Hill Climb Supersports Chassis Cars, Sports Racing Cars, Group B Sports Cars (list of eligible cars is held by MSA), GT1 Sports Cars and World Rally Cars.

Roll cages are required and you will need at least a 6 point seat belt. Reverse gear is not needed in this category. Methanol may be used instead of pump fuel. There are various other restrictions including some relating to FIA regulations, please see MSA Year Book.

There are two classes up to 1800cc and 1801cc and over.

D – Racing Cars

Roll cages are required and you will need at least a 6 point seat belt. Reverse gear is not needed in this category. Methanol may be used instead of pump fuel. The various dimensions are shown in the MSA Year Book.

The requirements for this category have not changed, however the class split has changed to 1600cc.

I hope that helps explain the categories in Sprinting this year. Should you have any questions or wish to take part in the championship please get in touch. More detail can also be found on the AEMC web site www.aemc.org.uk

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