

# **BRITPART**

The quality parts for Land Rovers

# **FREELANDER** **CHALLENGE 2018**



**Pat Masters & Colin Batten 2017 Champions**

# **2018**

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# **REGULATIONS**

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Promoted and Organized by **Marches 4x4 Motorsport Management Ltd**

Welcome to the **BRITPART FREELANDER CHALLENGE 2018** incorporating SIX 2 DAY ROUNDS of COMPETITIVE SAFARIS [] namely: -

<b>Rounds</b>	<b>Month</b>	<b>Dates</b>	<b>Venue</b>
Round 1	April	07 - 08	TBC
Round 2	May	12 - 13	Fron
Round 3	June	02 - 03	Forrest Estate, Scotland
Round 4	July	21 - 22	Ceri
Round 5	September	08 - 09	Radnor
Round 6	October	27 -28	Walters Arena

Contacts:-

Championship Secretary: Lilian Turley  
Oakdene,  
32 Park Road,  
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The **BRITPART FREELANDER CHALLENGE 2018** will comprise the above rounds with 4 out of 6 BCCC rounds to count and all other scores to count towards final challenge classification. It is open to all registered contenders who may register up to the conclusion of signing on at the second round.

**Competitors MUST BE registered prior to the event for those points to be valid to count towards the championship.**

**All drivers will require minimum a NAT B (Non Race) Cross Country Competition License**

Please read the Regulations very carefully, and if you have any queries, please contact to the appropriate official.

We wish you well with your preparations and look forward to seeing you all at the first event.

*Selwyn Kendrick & Chris Ratter*

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# REGULATIONS

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## 1. TITLE and JURISDICTION

**THE BRITPART FREELANDER CHALLENGE 2018** is organised and administered by Marches 4x4 Motorsport Management Ltd. The events will be held under the General Regulations of the Royal Automobile Club Motor Sports Association Ltd ('MSA') (incorporating the provisions of the International Sporting Code of the FIA), the MSA British Cross Country Championship Regulations, these Championship Regulations and any written instructions the Club may issue for the Event.

Championship Registration No: 2018/002

## 2. COMPETITORS

2.1 Competitors must be fully paid up members of an MSA recognised Club and holders of an MSA National B Competition Licence or higher to be eligible for the **BRITPART FREELANDER CHALLENGE 2018**. They will also have to comply with all the criteria specified in Article 3 - Registration.

2.2 **Driver & Navigator must be present in all rounds.**

2.3 An entry confirms that a named driver will drive the vehicle identified on the entry form and displays the competition number allocated.

During a round, a driver may drive two vehicles **only** if he has entered for a second time, with the second car identified on that entry form and displays the competition number allocated for that second vehicle.

The full entry fee must be paid for the second vehicle.

During a round two drivers may drive one vehicle, provided the second driver has paid the appropriate entry fee.

The competition number displayed must be the one allocated to that driver.

Championship and round points cannot be transferred between drivers or vehicles.

## 3. REGISTRATION

3.1 Completed registration forms will be returned to the championship secretary who will issue a championship registration number. The registration fee for the championship will be £100 per crew. Payable to Marches 4x4 MSM LTD.,

3.2 Registrations will be accepted either through the post or at championship events. All registration forms must be accompanied by the correct fee competitors will be issued with registration number.

3.3 Driver's Entry Fees: Once registered each competitor will be sent round regulations and entry form prior to each round. The entry fee for each round will be **£335.00** and must be paid in full before scrutineering.

3.4 In order to be eligible for points competitors must register prior to the start of the first event at which they wish to claim points. ***Competitors MUST BE registered prior to the scoring of points for those points to be valid to count towards the Championship.***

3.5 Competitors must sign-on for championship purposes at each event. Championship registration numbers will be checked and a declaration of vehicle eligibility signed.

3.6 Once a competitor has registered for the championship it is not possible to de-register. I.e. even if he or she removes his or her decals and therefore disqualifies him or herself from points scoring, when championship points are calculated he or she will still be counted as a "live" competitor, even though he or she is not being allocated points.

#### **4. DECALS**

Competitors in the championship must make available an area **300 x 160 mm** high on front of car and another A4 size on either side of the car in a prominent position for publicising the championship and its sponsors.

Championship decals must be fixed to the car whilst competing otherwise points will not be allocated for that event.

#### **5. ENTRIES**

**5.1** It is the competitor's responsibility to obtain entry forms in adequate time.

**5.2** No entry will be accepted without a fully completed Entry Form.

#### **6. CHAMPIONSHIP COMMITTEE**

**6.1** The Committee will comprise: - Selwyn Kendrick, Chris Ratter & Tim Curran.

The Committee will be responsible for the administration of the championship rules.

**6.2** The Panel of Stewards for the championship will be David Lucas Chairman, Jim Molay and Sue Sanders.

Any appeal against any decision of the Organising Committee must be made to the Panel of Stewards in accordance with section [C] Page 71 C6.1 to 8.1 of the 2018 MSA year book and will be heard by the panel.

#### **7. CHAMPIONSHIP CONTACTS**

Championship Secretary: **LILIAN TURLEY**

OAKDENE, 32, PARK ROAD, BERRY HILL, COLEFORD, GLOS  
GL16 7QU

Tel: (H) 01594 810161 (M) 07896 967443 email: [lilianturley@btinternet.com](mailto:lilianturley@btinternet.com)

Eligibility Scrutineer: **VIC PALMER**

email: [palmlixer@aol.com](mailto:palmlixer@aol.com)

#### **8. TIES**

In the event of ties the following will be used in order:

**8.1** Greater number of wins overall

**8.2** Greater number of highest placings overall

**8.3** Greater number of class wins.

**8.4** Greater number of competitors beaten over all scoring events.

**8.5** The highest position overall at the last event.

#### **9. CHAMPIONSHIP EVENTS**

The championship will consist of the events detailed at the beginning of these Regulations. Competitors can drop two out of the six BCCC Events but otherwise ALL ROUNDS COUNT. Should any event be cancelled, as much notice as possible will be given of a replacement event. Should it not be possible to find an alternative event the championship will continue with fewer rounds.

Refunds for any reduction in the number of rounds will be entirely at the discretion of Marches 4x4 Motorsport Management Ltd.

## 10/ POINTS

- 10.1** These will be allocated in respect of (a) overall positions and (b) class positions and will be allocated on an individual basis to driver or passenger based on final positions.
- 10.2** The number of points which will be awarded is as follows:-
- |                               |  |
|-------------------------------|--|
| <b>1<sup>st</sup> Overall</b> | <b>50</b>  |
| <b>2<sup>nd</sup></b>         | <b>45</b>  |
| <b>3<sup>rd</sup></b>         | <b>40</b>  |
| <b>4<sup>th</sup></b>         | <b>35</b>  |
| <b>5<sup>th</sup></b>         | <b>34</b>  |
| <b>6<sup>th</sup></b>         | <b>33</b> and so on. This will be based on the registered contenders listed in the final results. These will be called "Overall points". |
- 1st registered contender receives **50** points,  
10th registered contender receives **29** points,  
20th registered contender receives **19** points.  
38th registered contender receives **1** point.
- 10.3** The number of points which will be awarded to the first placed contender in each class is **10** and the next highest placed will receive **9** and so on. This will be based on the registered contenders listed in the final results. These will be called "Class points".
- 1st registered contender receives 10 points,  
10th registered contender receives 1 point.
- 10.4** In addition all crews receive 1 point for starting the event ("Starting points").
- 10.5** To ascertain final placings in the Championship a contender will add together:-
- 10.5.1 Overall points  
10.5.2 Class points  
10.5.3 Starting points

e.g. A contender who is 1st overall & 1st in class has the following points in the first round:

Overall points	50
Class points	10
Starting points	<u>01</u>
Total	61

A contender who is 5th overall and 3rd in class has the following points in the first round:

Overall points	34
Class points	08
Starting points	<u>01</u>
Total	43

- 10.6** If only one crew member registers for championship points, then both crew members are eligible.  
Drivers and passengers will receive equal points. Both driver & navigator must take part in a minimum of 4 rounds for points to count.
- 10.7** It is the competitor's responsibility to query/protest (if necessary) the championship points within 10 days of publication of the championship results after each event and the final championship points at the close of the season, within 7 days of the date of posting such results to all competitors, as defined by the Championship Secretaries' records.

## 11. AWARDS

- 11.1 Championship awards will be presented at the 2018 championships dinner (probably January 2019 to coincide with Autosport Show at NEC). Special deals for accommodation normally available, details will be published later in 2018
- 11.2 The following awards will be presented:

### **OVERALL - BRITPART FREELANDER CHALLENGE 2018**

1st Driver & Passenger an award each  
2nd Driver & Passenger an award each (subject to 5 registered crews)  
3rd Driver & Passenger an award each (subject to 8 registered crews)  
(The above competitors will not be eligible for class awards)

### **CLASS**

1st in class – Driver  
1st in class – Passenger

2nd in class – Driver (subject to 5 registered contenders)  
2nd in class – Passenger (subject to 5 registered contenders)

3rd in class – Driver (subject to 8 registered contenders)  
3rd in class – Passenger (subject to 8 registered contenders)

### **ADDITIONAL AWARDS will be given for competitors under 21**

1st in class – Driver Under 21 (An award, proof of age must be produced at Signing On)  
1st in class – Passenger Under 21 (An award, proof of age must be produced at Signing On)

- 11.3 **In order to be eligible for an award, competitors must have started Four Championship events.**
- 11.4 Additional awards may be presented at the Organisers' discretion.
- 11.5 No person can win more than one award (Except Under 21 Driver/Passenger)

**NOTE:** All award winners MUST be present at the Awards Presentation.  
Non-appearance will result in the forfeiture of awards.  
All Named Trophies remain the property of the organising club and MUST be returned when requested, in their original condition.

## 12. ELIGIBLE CARS

- 12.1 The Championship is open to Land Rover Freelanders only . All vehicles must comply with MSA Regulations including safari + [or plus], Cage **To current MSA regulations including permitted modifications to homologated ROPS**, external cut off, laminated windscreen , film covered driver & passenger windows, FIA spec seats & harnesses (but these do not need to be in date). Minimum hand held fire extinguisher, additionally a fully plumbed in fire extinguisher system maybe fitted. Hi-viz rear facing lights (LED 21 watt equivalent) must be fitted as high as possible within the vehicles bodywork or over rear door.  
All vehicles must comply with 2018 Year Book regulations in particular J5-5.20.13 and R46-48.10.10.

- 12.2** Competitors will be required to vouch that the vehicle entered complies with the Regulations in all aspects; this declaration will be on the initial registration form and on a registration form at each event.
- 12.3** Eligibility scrutineers will be appointed to the Championship. Any vehicle which has been / is being used in the Championship, could at any time, for reasons of eligibility, be stripped or sealed for examination. All costs of stripping and rebuilding will be borne by the competitor. Failure to agree to stripping / sealing or breaking a seal will result in the loss of points throughout the year, or a penalty decided by the Stewards of the Championship.
- 12.4** To make provision for scrutineers' wire seals, every engine must have available 1/16th diameter holes pre-drilled in readily accessible locations on installed sections as follows:-
- 12.4.1** sump: cross drill holes through retaining screws or studs.
- 12.4.2** Rocker / cam cover or head studs: cross drill holes through two retaining studs or screws.  
If no sealing holes are available, the engine may be checked straight away  
All cars may be weighed at scrutineering and after or during the event for minimum weights  
Sealing points for ECU, fuel pressure sensors must be provided.  
Any competitor may on request (of competitor or scrutineer) have to swap ECU's with another competitor  
ECU plugs OBD & diagnostic ports fuel pressure sensor, must be sealed after rolling road test. If not sealed, this will result in the loss of points throughout the year, or a penalty decided by the stewards of the championship.

Any and all units that require sealing must be sealed by MSA scrutineer and correct MSA paperwork must be filled out and a copy given to the driver & championship scrutineer.

### **13. CLASS**

There will be two classes – Production and Super-Production.

<b>group</b>	<b>Class</b>	<b>Capacity</b>	<b>Brief Description of Modifications</b>
1 Standard Production	A	Any fuel any capacity	Additional gauges, front seats, air filter elements, brake friction materials, wheels and tyres, additional underbody protection. For full details see section 13.1
2 Super-Production	B	Any fuel, any capacity	Must retain original vehicle silhouette. For full details see section 13.1.

#### **13.1 Vehicle eligibility**

All weights and power listed below are taken from Landover free sales literature and is a guide line

1.8 ltr petrol: 1427kg

Torque 118 lbft

TD4 2ltr diesel: 1555kgs

Torque 192 lbft

V6 petrol: 1567kgs

Torque 177 lbft

Competitive minimum weights taken from 2010 FIA regulations this is part of a much larger list.

**The FIA regulations will be adopted meaning that for this season for supercharged (i.e. including turbocharged) petrol engines the nominal cylinder capacity will be multiplied by 1.7 and the car will pass into the class corresponding to the fictive volume thus obtained. For supercharged diesel engines the multiplier will be 1.5.**

Minimum Weights	
1600cc up to 2000cc	1350kgs
Over 2000cc up to 2250cc	1600kgs
Over 2250 cc up to 2500cc	1600kgs

### 13.1.1 GROUP 1 - PRODUCTION

All vehicles must comply with 2018 MSA Year Book regulations in particular J5-5.20.13 and R18-18.6

A Production vehicle is defined as a 4WD model having been produced in quantities of not less than 500 per annum, regardless of engine capacity. It must have been available through a dealer network, when new, and must be to standard European specification, as detailed in the vehicle's handbook. It is the competitor's responsibility to provide evidence if required, of the vehicle's eligibility.

**Modifications to assist disabled drivers in car control are permitted as long as there is no enhancement to performance and have been checked by a scrutineer prior to any competition in events to the scrutineer's satisfaction.**

No modifications not expressly authorised hereafter, save those necessary to comply with safety regulations, may be made to the vehicle.

#### A ENGINE

- 1 The accelerator cable may and fitting MUST be to the original manufacturer spec
- 2 The make and type of spark plugs are free, as are rev limiters and high tension cables and the ignition coil.
- 3 The capacity and origin of the cooling system radiator/tank as per OE spec, the type of thermostat which may be removed. The original location and attachment points of the series production radiator must be retained.
- 4 Those parts of a carburettor or fuel injection system which regulate the admission of fuel to the engine may not be modified.
- 5 The original production air filter housing and connecting pipework must remain and be located in its original position. The intake must only be able to draw its air through this housing. The air filter element is free and maybe retained or removed.
- 6 The valve springs and valve clearance and the camshafts (including their profile) must remain as original.
- 7 The fuel pump must be to OE spec and fitted in the factory location. Fuel hoses maybe changed for aviation type lines and can be routed inside the car.
- 8 The material of the engine mountings is free, but the number and location must remain as original.
- 9 The exhaust system must follow the same route as the factory fitted system and cannot be replaced with a system of a larger diameter than that fitted upstream of the first silencer. The exhaust must retain at least two silencer boxes although additional ones may be added. The exhaust must exit at the rear of the vehicle. Additional mounting points for the exhaust system maybe added.



- 10 Where fitted the Cruising Speed Controller may be disconnected.
- 11 Sound proofing panels may be removed from engine bay
- 12 Turbochargers maybe retained on a vehicle that was originally fitted with one (i.e. Td4) but may not be added. If retained, they may not be modified from original specification. Aftermarket additions to the system (i.e. intercooler or water injection) are not allowed. Any other means of forced induction (i.e. supercharging) is not allowed.

## **B TRANSMISSION**

- 1 The clutch disc is free but the original flywheel must be used and unmodified. The clutch hydraulics (i.e. Master/Slave cylinders and interconnecting pipework) must be retained and unmodified.
- 2 Standard transmission ratios must be retained. Optional extras are prohibited.
- 3 Locking and limited slip differentials or traction control devices are only permitted if available as a standard fitment on Freelanders.
- 4 Drive shafts and inner & outer CV joints must be to OE spec
- 5 Gear box casing must be sealed by MSA scrutineer

## **C SUSPENSION**

### **1 SPRINGS**

OEM/OEM specification springs can only be used but maybe swapped to tune the handling. For example, Td4 springs could be used on a 1.8 model

### **2 SHOCK ABSORBERS**

- (a) Must be to factory spec (hydraulic, friction, etc.,) must be retained as original. NO coilover type shocks are allowed in production class
- (b) Gas filled Shock Absorbers will be regarded as hydraulic in respect of their operating principle.
- (c) The mounting points must be retained as originally fitted and can only be reinforced by means that are attached via bolts and removable per G2..
- (d) A suspension 'lift kit' of up to 2 inch may be fitted as long as it is attached via bolts and to the standard mounting points
- (e) Suspension travel straps are permitted.

## **D WHEELS AND TYRES**

- 1 Wheels are free and tyres are to AT pattern to be controlled approved MSA list of AT tyres will apply provided that they remain covered by the original bodywork, including wheel arch extensions where bodywork to permit their fitting. Studded tyres are prohibited
- 2 The spare wheel may be relocated inside the vehicle provided that it is securely restrained and does not impinge on the space reserved for the crew.
- 3 Wheel fittings as per factory.
- 4 Mud flaps must be made from flexible material minimum 5mm thickness and should extend 4cm beyond each side of tyres, and a maximum of 10cm above the ground when the vehicle is stationary, and are mandatory on all 4 wheels
- 5 The use of wheel spacers is allowed up to a maximum width of 30mm

## **E BRAKING SYSTEM**

- 1 The brake linings are free as is their mounting to the backing plate (riveted, bonded etc.) provided that the contact surface of the brakes is not increased.
- 2 Protection plates may be removed or reshaped.

- 3 In the case of a car fitted with servo-assisted brakes or an anti-locking device, this device may be disconnected. The same applies for anti-lock braking systems.
- 4 Brake hoses may be changed for aviation type lines and can be routed inside the car.

## **F BODYWORK**

### **1 Exterior**

- (a) Hubcaps must be removed.
- (b) Protective headlight covers may be fitted provided that their only function is to cover the glass, and they have no influence on the car's aerodynamics.
- (c) The fitting of under body protection plates is recommended provided that their only function is to protect the following parts:- engine, radiator, suspension, gearbox, tank, transmission and exhaust.
- (d) A nudge bar may be fitted, in addition to the bumper, and must be independent of and not reinforce the car's structure or contribute to its rigidity. This bar must be made of tubes and may be mounted to the original bumper or chassis and may only be so constructed as to provide protection to the headlights and provide mountings for auxiliary lights.
- (e) The side and rear windows must be retained as per factory. All glass must have plastic film fitted on inside of car unless laminated.
- (f) The glass panel of the sunroof must be replaced with a panel of the same material as the roof of the car and must be at least 1.5 mm and fitted securely. Welded in place is preferred but bolted or riveted is allowed.
- (g) The locking/fastening system for the cap of the fuel tank is free.
- (h) A spare wheel must be carried. Td4 and V6 powered vehicles must carry 2 spare wheels.
- (i) F1i – External rear view mirrors must remain as standard. Rear wiper may be removed but front must remain as standard. Washer system and blades are free.
- (j) All body panels must be like for like i.e. steel for steel plastic for plastic

### **2 Interior**

- a) The vehicle must retain the original factory dashboard from side to side but can be modified to allow the fitment of the roll cage
- b) The vehicle must retain the original door panels, (both front doors for a 3dr and all four passenger doors for a 5dr), but these can be modified to fit around the roll cage.
- c) The centre console may be removed from the rear of the gear lever surround backwards (i.e. handbrake surround and centre armrest/cubby box).
- d) The remaining interior trim (including carpets) may be completely retained or removed including roof lining and can be modified to fit around roll cage.
- e) Electric window operation may be changed to manual.
- f) A working heater system must be retained and be capable of demisting the windscreen.
- g) All the passenger seats, if occupied, must be fitted with head restraints. Rear seats may be removed.
- h) All the controls must be those provided by the manufacturer and must retain the original function, but may be modified to improve their ease of use (extension to handbrake lever, additional flange to brake pedal, etc.).
- i) All other accessories which have no effect on the car's behaviour are allowed

without restrictions, such as those concerning aesthetics or interior comfort (lighting, heating etc.) on the express condition that they do not influence, even in a secondary manor, the efficiency of the engine, steering, strength, transmission, braking or road holding.

- j) Additional measuring instruments, counters etc. May be freely installed provided that they do not present a danger.
- k) The horn may be changed, and an additional one fitted which may be operated by the passenger.
  
- l) The mechanism of the handbrake lever may not be modified to fly-off operation and must remain as standard (i.e. mechanical)
- m) The seats occupied by the crew must comply with 2018 MSA Yearbook (in date seats not needed for BCCC) and the seat supports may be strengthened.
- n) Additional storage compartments may be added to the glove compartment and the front doors.
- o) The steering wheel is free. Airbags advised to be removed if standard steering wheels is used and sharp edges MUST be covered.

## **G REINFORCEMENTS**

- 1 Strengthening of suspended parts is permitted where the strengthening material follows the shape and is in contact with the suspended part.
- 2 It is permitted to fit strengthening bars to the suspension points on the bodyshell or spring mounting points, provided that the bars are attached by bolts and are removable. It is permitted to make holes in the suspension trim to attach the bars.

## **H ELECTRICAL SYSTEM**

- 1 The battery and associated cables are free, save that the battery must be located in its original position using the original mountings. Additional fasteners may be used it is advised that the battery earth be marked in yellow for easy identification.
- 2 The Alternator as standard.
- 3 Fuses may be added to the electrical system.
- 4 A maximum of 2 auxiliary forward facing lights, and their associated relays etc. may be fitted, but may not be fitted within the bodywork. Additional reversing lights may be fitted which may only be operated when reverse gear is engaged. In all other respects the lighting system must respect current legislation.
- 5 Hi-viz rear marker lights (LED 21 WATT equivalent) must be fitted within the bodywork or above rear door as high as possible as per MSA rules.
- 6 Battery kill/isolator switch may be of the mechanical or electric type but MUST be able to be operated from the seat position and have external operation point clearly marked as per 2018 MSA Year Book.

## **I FUEL SYSTEM**

Original fuel tank must be retained it is permitted to change the fuel lines to the aviation type.

In all cases the routing of fuel lines are free except that they may not be routed inside the roll cage or chassis members.

All forced induction engines must have restrictors as follows forced induction diesel 37mm will stay the same for 2018.

Restrictors to be sealed and available to be measured (as FIA drawing)

## **J JACK**

The jack is free and the jacking points may be changed for others which have no other function.

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## **13.1.2 GROUP 2 – MODIFIED-PRODUCTION**

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A Modified Production vehicle is defined as a model leaving the factory as a 4WD and having been produced in quantities of not less than 500 per annum, regardless of engine capacity. It must have been available through a dealer network, when new, and must be to standard European specification, as detailed in the vehicle's handbook. It is the competitor's responsibility to provide evidence if required, of the vehicles eligibility.

All modifications authorised for Production Cars are permitted for Modified Production Cars together with those contained in these specific regulations.

No modifications not expressly authorised hereafter, save those necessary to comply with safety regulations, may be made to the vehicle.

### **A GENERAL PRESCRIPTIONS**

- 1 With the exception of those parts hereafter authorised for modification [or], replacement, all other parts may be machined, balanced and/or chemically treated provided that it is possible to identify those parts so modified as being originally fitted components, irrespective of the supplier.
- 2 Throughout the car all nuts and bolts/screws are free, as are the type of locking device (i.e., washer, locknut etc.).

### **B ENGINE**

The engine must originate from the base car or from the Rover Group. The engine must be in its complete and integral form save for modifications authorised hereafter.

- (a) It is permitted to close the unused apertures in the cylinder block and cylinder head provided that the only purpose is that of closing the aperture. A rebore is allowed provided the original cylinder block is retained, re-sleeving of the bore is allowed under the same conditions and the material of the sleeve is free. Planeing of the cylinder block and the head is allowed. The dimensions of the inlet and exhaust tracts are free provided that the original dimensions of the inlet and exhaust ports are respected. The Compression Ratio is free. The Cylinder Head Gasket is free. The Pistons, Piston Rings and Gudgeon Pins are free. The Connecting Rods and Crankshaft. In addition to the modifications permitted in the paragraph `General Prescriptions`, the original crankshaft and connecting rods may receive chemical, heat or mechanical treatment different from that specified for production parts.

Bearings: These are free except that they must be the original type of bearings and they must be to the original dimensions.

The Flywheel may be modified in accordance with the prescriptions of the paragraph `General Prescriptions` provided that the original flywheel can still be identified.

(b) Fuel and Air Feed

The air filter, its housing and the plenum chamber are free. The air filter and box may be removed, replaced by another or relocated within the engine compartment. Air induction is not permitted from within the cockpit.

The pipe between the air filter box and the carburettor(s) or the air measuring device (injection) is free, as is the pipe between the air measuring pipe and the inlet manifold or modified charging device.

The air filter may be fitted with a grille.

Anti-pollutions parts may be removed provided that their removal does not lead to an increase in the amount of air admitted to the engine. It is permitted to make a hole of a maximum diameter of 10cm in the engine cover or bonnet to provide air to the engine and to connect a pipe of a maximum internal diameter of 10cm to this hole.

The fuel pumps are free except that they may not be fitted inside the cockpit unless they were originally located in this position in which case they must be adequately protected.

It is permitted to fit a radiator in the fuel circuit.

Fuel filters are free except that they shall not exceed a unit capacity of 0.5 litres and may be added to the fuel circuit.

The original heat exchangers and intercoolers to the petrol engine fitted must be retained and remain in their original location. In the case of diesel engines these are free but must remain within the engine compartment and the bodywork must not be modified to allow their fitting.

The pipes between the supercharging device, the intercooler and the manifold are free but their only function may be to carry air.

Water injection, if fitted, must be as originally fitted to the engine type in all respects.

The use of any other substance or device to reduce the temperature of the mixture is forbidden.

(c) Carburettor

The replacement of the standard carburettor with a single progressive single or twin choke carburettor is permitted provided, in the case of a single choke carburettor, the diameter of the single choke does not exceed 2 inches or 50.80mm and, in the case

of a twin choke carburettor, the diameter of each choke does not exceed 1.4145 inches or 35.93mm. If an SU carburettor is used, the size of the choke will be the size of the butterfly flap for the purpose of the above measurements.

(d) Injection

- The injection system original to the vehicle must be retained in type and location. The parts of the injection system regulating the quantity of fuel admitted to the engine may be modified, including the diameter of the opening of the butterfly.
- The air-measuring device is free.
- The injectors are free, except for their number, position, assembly axis and operating principle.
- The fuel lines feeding the injectors are free.
- The electronic box is free provided it does not incorporate more data.
- The fuel pressure regulator is free. In the case of a diesel engine the injection pump is free.

(e) Restrictor (Supercharged/Turbo engines only)

The restrictor shall be of a maximum diameter of 34mm for petrol engines and 40mm for diesel engines and shall comply fully with FIA Appendix J requirements.

(f) Camshaft

The camshafts are free except their number and number of bearings. The timing is free. The material, type and dimensions of pulleys, chains and belts for driving the camshafts are free. The route, and the number of belts or chains are free, as are the guides and tensioners associated with the belts or chains.

(g) Valves

The material and the shape of the valves are free, as is the valve lift, but their original dimensions must be maintained. The cups, cotters or guides (even where not originally specified) are free. Shims may be added under the springs. The valve seat material is free. The valve springs are free as to number, material, length and number of coils, but their location must be as original.

(h) Rocker Arm and Tappets, Push Rods

Rocker arms may only be modified as prescribed in the General Conditions. The Tappets and Push Rods are free provided that they are interchangeable with the

original parts.

(i) Ignition

The ignition system is free except that the number of spark plugs may not be increased. It is permitted to convert a mechanical ignition to electronic ignition system and vice versa. Where the system is so converted only those modifications to fit the necessary components are permitted.

(j) Cooling

The radiator is free, as are its mountings provided that it remains in its original location (compartment). The cooling hoses and fittings are free. A radiator screen may be fitted. The type, location, material and number of fans are free. The thermostat is free and may be removed. A water catch tank may be fitted and the radiator cap may be locked. The expansion tank is free, and one may be added where not originally fitted. If water injection was originally fitted it may be disconnected but not removed.

(k) Lubrication

Radiator, oil/water heat exchanger, lines, thermostat, sump, oil pump and filter are free. The oil radiators must be located within the original parameters of the car, including the underneath of the car. Fitting of an oil radiator does not allow the fitting of an enveloping aerodynamic structure. All air openings must have the sole effect of inducing the necessary air for the cooling of the radiator, and must not have any aerodynamic effect.

Oil pressure may be increased.

If the lubrication system includes an open type breather then it must be equipped with an oil catch tank into which the oil will flow. This catch tank shall be at least 2 litres for cars up to 2,000cc, and at least 3 litres for cars of 2,000cc and above.

(l) Engine Mountings

Mountings are free but the engine must remain in its original half of the wheelbase. The only possible modifications to this compartment are those made necessary by the difference in space requirement between the original engine and the permitted alternative engine. The incline may be modified. Supports may be welded to the engine and to the bodywork and their position is free. It is permitted to modify the bulkhead for the installation of one or more air filters or for the admission of air provided that this arrangement is totally isolated from the admission of air into the cockpit.

(m) Exhaust

The exhaust is free including the exhaust manifold but must remain inside the car's perimeter. For cars with turbochargers the exhaust can only be modified after the turbocharger.

Turbochargers and inlet manifolds can only be used from a production vehicle within the Rover Group, but can be mixed and matched i.e. MG turbo and manifold on a Landrover 1.8 K.

Thermal Screens may be fitted to the exhaust manifold, the turbocharger, and the exhaust system provided their only function is that of a thermal screen.

Gaskets: Gaskets are free

Engine Springs: Springs are not subject to any restrictions other than that they must retain their original operating principal.

(n) Starter Motor

The Starter Motor must be retained, but its make and type are free.

(o) Supercharging Pressure

The pressure may be modified under the 'General Prescriptions' and 'Engine springs' as specified above. The connection between the housing and the waste gate may be made adjustable if it is not originally so. The original system of operation of the waste gate may be modified and may be rendered adjustable, but the system must be retained. A mechanical system must remain mechanical, and an electrical system must remain electrical etc.

## **C TRANSMISSION**

- . 1 Clutch: The Clutch is free.
- . 2 Gearbox, transfer box, final drives and differentials are all free (including internals) as is the choice of 2WD or 4WD but must retain the original rear differential mounting position
- . 3 Transmission can be manual or automatic.
- . 4 The joints in the gear linkages may be changed
- . 5 An additional lubrication and cooling device is allowed (circulation pump, radiator, and air intakes situated under the car) in accordance with the prescriptions listed under Lubrication above. The gearbox supports and drive shafts are free

## **D SUSPENSION**

. The suspension is free.

.  
Reinforcement bars may be fitted to the suspension mounting points. The distance between the fixing point of the suspension and the anchorage point of the reinforcement bar must not be more than 100mm, unless the bar is a transversal strut with a roll bar as originally fitted, and unless there is an upper bar fixed to a MacPherson suspension or similar.

.  
In the latter case the maximum distance between the anchorage point of the bar and the upper articulation point will be 150mm. Apart from these two points, this bar must not be mounted on the bodyshell or the mechanical parts. One and the same bar



may only be fixed to 2 of these points situated on the original chassis (bodyshell).

## **E WHEELS**

Wheels are free except for the following:

- 1 The maximum diameter of the tyre may not exceed 810mm.
- 2 The wheels rim size may be increased or decreased in diameter by 2 inches from the original specification.
- 3 The wheels rim sizes do not have to be of the same diameter.
- 4 Wheel bolts may be exchanged to studs.
- 5 The wheel and tyre must be housed within the original bodywork including original wing extensions.

## **F BRAKES**

Brakes are free

## **G STEERING**

The steering is free, including the housing, however the original operating principle must be retained.

## **H BODYWORK AND CHASSIS**

- 1 Modifications to the bodyshell and chassis made necessary to allow for modifications authorised above are allowed. Fixed bulkheads may be rendered movable on condition that this does not modify their ability to prevent the passage of liquids and flame.
- 2 Strengthening of the sprung parts of the chassis and bodywork is allowed provided that the material used follows the original shape and is in contact with it. Reinforcements by composite materials are allowed irrespective of thickness.
- 3 Insulation material may be removed from the bodyshell and chassis.
- 4 Unused supports (i.e. spare wheel carrier) may be removed.
- 5 The glass panel of the sunroof must be replaced with a panel of the same material as the roof of the car and must be at least 1.5mm. And fitted securely. Welded in place is preferred but bolted or riveted is allowed

## **I EXTERIOR**

- 1 The external contours and shapes of the car must be conserved in their entirety, except as permitted below:

- (a) Bumpers, roo-bars: materials are free but the original shape and attachment points must be retained. A roo-bar may be fitted provided that it is entirely made of tubes and that it is mounted to the bumper. Its only function may be the protection of and mounting of auxiliary lights.

Hub caps and wheel embellishers: must be removed.

Windscreen wipers: The system is free in all respects save that it must comply with Construction and Use requirements. The washer reservoir may be relocated inside the cockpit; the number and capacity are free. External decorative/rubbing strips may be removed.

- (b) Jacking points are free as to type, location and number but must have no other function.
- (c) Light covers may be fitted provided their only function is protection and that they have no aerodynamic effect.
- (d) The location and type of registration plates are free provided that they comply with Construction and Use requirements.
- (e) Additional safety fastenings for the windscreen and other windows may be fitted provided that they do not improve the aerodynamics of the car.
- (f) Under vehicle protection may be fitted to protect the engine, radiator, suspension, transmission, fuel tank and exhaust. These parts may have no other function than the protection of those specified parts.
- (g) Wing extensions may be fitted, covering at least one third of the tyre's circumference, and being no greater than 5cm wide and 10cm tall in section. It is permitted to fit plastic protection parts inside the wings and the edges of the wing panel may be folded back if they protrude inside the wheel housing.
- (h) Skirts are prohibited. No parts may be fitted between the sprung part of the car and the ground whose function is to fill this space.
- (i) The materials of the doors, bonnets and bootlids, handles and hinges are free, provided that their external appearance and operation is retained.
- (j) The material and operation of the front lateral windows are free. The windows must be transparent and at least 4 mm thick.
- (k) It is permitted to install a ventilation flap in the roof in accordance of the following conditions:
  - a. Maximum height is 10cm.
  - b. Displacement within front third of roof area.
  - c. Hinges on the rear edge.
  - d. Maximum width of 50cm.

## **J COCKPIT**

- 1 No mechanical parts may protrude into the cockpit. Modifications to the cockpit must not be dangerous for the occupants of the vehicle especially in the event of a crash.
- 2 The dashboard **MUST** be retained.
- 3 All padding and insulation may be removed from the underside of the roof.
- 4 Insulating and padding may be removed from the floor, the carpets are free and may be removed. All other padding and insulation may be removed from the car. Front door cards **MUST** be retained
- 5 The heating system is free and may be removed. Where the system is removed an electric demisting system or similar must be fitted. Air conditioning may be disconnected or removed.
- 6 The steering wheel is free and the steering lock may be removed.

## **K ADDITIONAL ACCESSORIES**

All those, which have no influence on the car's behaviour, power or performance, are allowed. All controls must retain their intended function and may be adapted for ease of use and accessibility. All gauges and measuring devices are free and may be added or deleted. However a speedometer must be fitted. The horn may be added to and changed. The original windscreen may be replaced with a laminated windscreen with an integral defrosting device fitted. A fly-off handbrake mechanism may be fitted. Spare wheels must be securely fitted and must not intrude on the space reserved for the crewmembers. No external bodywork modifications may result from the spare wheel's installation. Additional compartments may be added to the glove compartment and pockets added to the doors. Additional insulation to protect the vehicle's crew from fire may be added to the bulkheads.

## **L ELECTRICAL SYSTEM**

- 1 Circuit breakers are free as to number and location.
- 2 The wiring harness & fuses are free as are the routing and location of the same.
- 3 The battery(ies) are free but must be securely fitted and covered to avoid leaks and short circuits. The original number of batteries must be retained. Where the battery is relocated it must be attached to the body using a metal sheet and two metal clamps fixed to the floor by nuts and bolts of 10mm diameter, with 3mm thick reinforcements at the securing holes of 20cm<sup>2</sup>. A leak proof box must cover the battery and where installed behind the front seats within the cockpit the box must be ventilated to the exterior of the vehicle.
- 4 The generator is free but must retain the original drive system. Its location is free and may only be located inside the cockpit if that was the original location.

## **M LIGHTING**

The car's lighting must respect the lighting requirements of the current Motor Vehicles' Lighting Regulations. And be as per factory spec in regards to location and mounting. Four forward facing beams are allowed. Additional or alternative reversing lights may be fitted and may be incorporated into the bodywork but may only be illuminated upon the engagement of reverse gear.

## **N ACKNOWLEDGEMENTS**

The Organisers wish to thank:-

The various Landowners without whose kind co-operation this Championship could not take place.

The Championship Sponsors: BRITPART

The following for their help and co-operation in running the events:

All Marshals and individuals involved in building and dismantling the stages, marshalling and providing radio cover;

All Doctors, Paramedics, Rescue and Recovery units.

And all the competitors.

Good Luck for 2018

*Selwyn Kendrick & Chris Ratter*

***N.B. Toyo Tyres are currently available for the same price as last year if required***

## BRITPART FREELANDER Challenge 2018

### Registration Form

No: \_\_\_\_\_

***Type or Block Capitals throughout please!***

(For official use only)

DETAILS		DRIVER	PASSENGER
Forename:			
Surname:			
Address:			
Post Code:			
Phone	Day		
	Evening		
	Mobile		
e-mail address:			
MSA Licence No:			
<b>NEXT OF KIN: Name</b>			
Address			
Telephone No			

### VEHICLE

Make		Model		Capacity	
Spring type		Class		Reg No	
Fuel	Petrol / Diesel / LPG	Forced Induction	YES / NO	Colour/s	

## FEES

<b>BRITPART FREELANDER Challenge 2018 £100.00 Registration Fee</b>	<b>£100.00</b>
<b>BAC's payment details if required:- Marches 4x4 MSM Ltd HSBC Account No: 31398962 Sort Code: 40-34-33</b>	

Please make all cheques payable to **Marches 4x4 Ltd**

### OFFICIAL USE ONLY

Received:	Amount:	Reference: DRIVER
Acknowledged:	Payee:	Reference: NAVIGATOR

# Media Information

This information is for use in championship media coverage including press reports and the television show.

	<b>DRIVER</b>	<b>PASSENGER</b>
<b>Name</b>		
<b>Hometown</b>		
<b>Job</b>		
<b>How long have you been competing?</b>		
<b>What is your best event result?</b>		
<b>Vehicle make</b>		
<b>Vehicle specification</b> (engine, suspension, gearbox etc)		
<b>Any sponsors? Please list their names</b>		
<b>Please note: Before each round we have news items in the national Motorsport News newspaper. If you have any news that could be featured please email to :- <a href="mailto:songasport@gmail.com">songasport@gmail.com</a></b>		

# DECLARATION OF INDEMNITY

I declare that:-

1. I have been given the opportunity to read the General Regulations of the Motor Sports Association and, if any, the Supplementary Regulations for this event and agree to be bound by them. I declare that I am physically and mentally fit to take part in the event and I am competent to do so. I acknowledge that I understand the nature and type of the competition and the potential risk inherent with motor sport and agree to accept that risk.
2. To the best of my belief the driver(s) possess(es) the standard of competence necessary for an event of the type to which this entry relates and that the vehicle entered is suitable and roadworthy for the event having regard to the course and the speeds which will be reached.
3. The use of the vehicle hereby entered is covered by insurance as required by the law, which is valid for such part of this event as shall take place on roads as defined by the law.
4. I understand that should I at the time of this event be suffering from any disability whether permanent or temporary which is likely to affect prejudicially my normal control of the vehicle, I may not take part unless I have declared such disability to the ASN which has, following such declaration, issued a licence which permits me to do so.
5. Any application form for a licence which was signed by a person under the age of 18 years was countersigned by that person's parent/legal guardian/guarantor, whose full name and address have been given below.
6. If I am the Parent/Guardian/Guarantor of the driver I understand that I shall have the right to be present during any procedure being carried out under the Supplementary Regulations issued for this event and the General Regulations of the MSA. As the parent/guardian/ guarantor I confirm that I have acquainted myself with the MSA General Regulations, agree to pay any appropriate charges and fees pursuant to those Regulations (to include any appendices thereto) and hereby agree to be bound by those Regulations and submit myself without reserve to the consequences resulting from those Regulations (and any subsequent alteration thereof). Further, I agree to pay as liquidated damages any fines imposed upon me up to the maxima set out in Part 3, APPENDIX 1 No 13 (PAGE 402) 2018 YEARBOOK.

**N.B. Where the parent/guardian/ guarantor is not present there must be a representative who must produce a written and signed authorisation to so act from the parent/guardian/ guarantor as appropriate.**

7. I hereby agree to abide by the MSA Child Protection Policy and Guidelines.
- 8 Drivers :- I declare that I hold a full, valid driving licence

***Note: Where the Parent/Guardian/Guarantor is not present there must be a representative who must produce a written and signed authorisation to so act from the Parent/Guardian/Guarantor as appropriate.***

**State your age if you are under 18** \_\_\_\_\_

I enclose the appropriate Entry Fee.

I declare that the information given on this entry form is a correct statement of facts as verified by me.

Signature of Driver: .....

Date: .....

Signature of Co-Driver: .....

Date: .....

If any of the above are under 18 years of age, the above signature must be accompanied by signature of parent or Guardian

.....

Guardian of Driver

.....

Guardian of Co-Driver

## COMPLETION OF REGISTRATION

1. Check that you have **completed all questions** on this form.
2. Check that you have **completed the Entry & Commentary Information form accurately. No entry will be accepted without this - see Article 5.2**
3. Enclose the **Entry Fee**.
4. The Entrant and Crew must **sign the Declaration** above.
5. Send to the Freeland Challenge Secretary,  
**LILIAN TURLEY, OAKDENE, 32 PARK ROAD, BERRY HILL, COLEFORD, GLOUCESTERSHIRE. GL16 7QU**
6. Enclose a ¾ view photograph of the vehicle.