

CHAMPIONSHIP BULLETIN 2017



REGULATION AMENDMENTS & CLARIFICATION

2017 BRSCC Fiesta Junior Championship

BULLETIN NUMBER 01
DATE OF IMPLEMENTATION: 05/06/2017
CHAMPIONSHIP PERMIT NO: CH2017/RYD001

The following changes are to be made to the official regulations already issued for the above Championship within the rights reserved in Art. 1.1. of the Championship Regulations. These will be implemented immediately or as shown subject to MSA yearbook regulations.

CLARIFICATION

Current Regulation

Prohibited Modifications

5.8.4

No modifications may be made directly to the rear axle beam to induce camber. No alterations may be made to the front wishbones and mountings for caster or camber. The standard front anti-roll bar must be fitted and operational. It is not permitted to modify the front suspension stub axle in any way. No modifications to component mountings permitted.

It is permitted to remove the rear brake back plates. A one piece shim located by all four bolts may be fitted up to a maximum total thickness of 5mm between the stub and the axle. All shims must be in contact with the majority of the surface area between axle beam and stub axle and retained in place by all four existing bolts. This is to allow the adjustment of the rear camber and tracking. Rear tracking parallel plus or minus half of one degree. Camber one degree plus or minus one degree.

Clarified Regulation

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5.8.4

No modifications may be made directly to the rear axle beam to induce camber. No alterations may be made to the front wishbones and mountings for caster or camber. The standard front anti-roll bar must be fitted and operational. It is not permitted to modify the front suspension stub axle in any way. No modifications to component mountings permitted. **All bolts and fastenings must be to OE specification, as are all mounting holes. Offset Bushes are not permitted, all bush dimensions must remain as OE specification.**

It is permitted to remove the rear brake back plates. A one piece shim located by all four bolts may be fitted up to a maximum total thickness of 5mm between the stub and the axle. All shims must be in contact with the majority of the surface area between axle beam and stub axle and retained in place by all four existing bolts. This is to allow the adjustment of the rear camber and tracking. Rear tracking parallel plus or minus half of one degree. Camber one degree plus or minus one degree.

Reason

The above wording is to clarify the regulation regarding the fitment of the bush as illustrated in the diagram in section 5.8.1 of the regulations.

Cheryl Lynch
Race, Speed & Kart Executive

7th June 2017