



2010 AUTOSPORT YOUNG GUNS CHAMPIONSHIP

SPORTING, TECHNICAL AND COMMERCIAL REGULATIONS



1. SPORTING REGULATIONS - GENERAL

1.1 Title & Jurisdiction:

The 2010 AUTOSPORT YOUNG GUNS CHAMPIONSHIP is a Championship organised and administered by the British Automobile Racing Club Ltd (BARC) in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Regulations. 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 Entrants and Drivers by posting to the address details on the registration form or by email to an address disclosed likewise.

MSA Championship Permit No: **CHR2010 / 013**

Race Status: **National B**

MSA Championship Grade: **B**

1.2 Championship Officials:

- | | | | |
|--------|--------------------------------------|----------------|-------|
| 1.2.1 | Championship Co-ordinator: | Martin Phaff | |
| 1.2.2. | Championship Eligibility Scrutineer: | Alan Clancy | |
| 1.2.3 | Championship Clerk of the Course: | Ian Watson | |
| 1.2.4 | Championship Stewards: | Jamie Champkin | BARC |
| | | Robin Knight | 750MC |
| | | Rick Smith | BARC |
| | | Dale Wells | BARC |

Any three of the above Championship Stewards will act as a panel in order to reach a decision

- 1.2.5 Championship Technical Advisor: John Kirby

1.3 Competitor Eligibility:

- 1.3.1 Entrants where applicable must be in possession of a valid 2010 MSA Entrants Licence. Where no Entrants licence is held, the Driver shall be considered to be the Entrant for the purposes of these regulations.
- 1.3.2 Registered Drivers must be fully paid up valid racing membership card holding members of the BARC, be Registered for the Championship and be in possession of a valid MSA / MSI [H26.1.5] Competition (Racing) National B Licence as a minimum.
- 1.3.3 Drivers must be within a certain age group to be eligible to compete within the Championship. Each driver must have achieved the age of 16 before taking part in their first official test session, qualifying session or race. In addition drivers must not have achieved their 20th birthday before the 1st January 2010, however for the avoidance of doubt anyone who reaches the age of 20 during 2010 may compete within the Championship for the whole of the season.
- 1.3.4 All necessary documentation must be presented for checking at all rounds when signing-on.
- 1.3.5 Guest drivers may be nominated by the Organisers to take part in any event. Guest drivers do not need to comply with the article 1.3.2 in terms of their Registration or BARC membership but they do need to comply with the terms of the MSA licence requirement and must comply with 1.3.3. Guest drivers may appear on the presentation podium to receive race awards and be listed in the race results. However they will not be included in the results for the purposes point's calculations as described in article 1.6 below.

1.4 Registration:

- 1.4.1 All Drivers must register as contenders for the Championship by returning a fully completed Registration Form to the Co-ordinator prior to the Final Closing date for the first round that is being entered or by complying with 1.4.2 below.
- 1.4.2 Alternatively, Competitors may register 'on line' by visiting the BARC website at www.barc.net. However when registering "on line" Competitors should not complete and submit the paper version of the registration form, contained as section 7 of these regulations.
- 1.4.3 The Registration fee for each Driver is £2,050 with the fee being payable to "Vulcan Plus".
- 1.4.4 Registrations will be accepted from 1st January 2010 (or when on-line registrations go 'live') until further notice. Incorrect or incomplete registrations will be held in abeyance until they are complete and correct
- 1.4.5 Upon registration permanent Competition numbers for the Championship will be allocated to each Driver by the Co-ordinator and these will be issued strictly upon receipt of a fully completed registration form and payment of the appropriate registration fee.
- 1.4.6 Official Championship Registration Cards will be issued by the BARC upon receipt of the attached Registration Form or on-line submission.

1.5 Championship Rounds:

- 1.5.1 The 2010 AUTOSPORT YOUNG GUNS CHAMPIONSHIP will be scheduled over 6 events (14 races) as follows:

Event	Races:	Date:	Circuit:	Organising Club:
1.	1 / 2	10 – 11 April 2010	Rockingham	BARC
2.	3 / 4 / 5	08 – 09 May 2010	Snetterton	BARC
3.	6 / 7 / 8	26 – 27 June 2010	Pembrey	BARC
4.	9 / 10	17 – 18 July 2010	Castle Combe	BARC
5.	11 / 12	14 – 15 August 2010	Brands Hatch	BARC
6.	13 / 14	28 – 29 August 2010	Thruxton	BARC

- 1.5.2 In accordance with MSA regulation D11.1.3 the Organisers reserve the right to amend the published list of dates and rounds, in which case, all registered Competitors will be informed of the amendments by Official Bulletins posted to the address specified on the Official Registration Form.

1.6 Championship Points:

- 1.6.1 Points will be awarded to Competitors listed as classified finishers in the Final Results as follows:-

- a) 32 points for 1st place, 27 for 2nd, 23, 20, 18, 16, 14, 12, 10, 9, 8, 7, 6, 5, 4, 3, 2 and 1 point for 18th place in each race
- b) In addition, 2 points will be awarded to the driver starting from pole position for the first race at each meeting and 1 point awarded to the driver(s) setting the fastest lap in each race

Guest drivers will be deleted from the results when the points are calculated and hence will not be awarded points towards the overall Championship or awarded points or indeed counted as being present at the event for the purposes of a) or b) above.

- 1.6.2 The total points scored by a Driver from all qualifying rounds run will be accumulated to determine the final Championship points and positions.
- 1.6.3 Ties shall be resolved using the formula in Regulation Q3.4 of the 2010 MSA Yearbook.

1.7 Awards:

- 1.7.1 All awards are to be provided by Vulcan Plus
- 1.7.2 Per race: Commemorative Award to the first three finishers

1.7.3 Championship Trophy to the Overall Winner

Any Driver failing to attend the BARC Championship prize-giving at the end of season (date and venue to be announced in the BARC Startline Magazine) may not be eligible to receive any prizes which may have otherwise been presented at this function. Such prizes may be withheld and not be represented to any other Driver.

1.7.4 Bonuses: As advised by Official Bulletin

1.7.5 Presentations: As advised by Official Bulletin

1.7.6 Entertainment Tax: 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 BARC in good condition within 7 days.

2. SPORTING REGULATIONS - JUDICIAL PROCEDURES

2.1 Rounds: In accordance with Section C of the 2010 MSA Yearbook and these Championship Regulations

2.2 Championship: In accordance with Section C of the 2010 MSA Yearbook and these Championship Regulations

3. SPORTING REGULATIONS - RACE MEETING & RACE PROCEDURES

3.1 Entries:

- 3.1.1 Registered Competitors are responsible for making correct and complete entries with the B.A.R.C. along with the correct entry fees prior to the entry closing dates which shall be 20 days before 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/Vehicle 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 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 entry fee will be £425 for events with two races and £625 for events with three races. Payment must be made to B.A.R.C. in accordance with these regulations and those of the MSA.
- 3.1.5 There is no provision for Qualification Races to be run within this Championship.
- 3.1.6 Any reserves will be nominated on the Final List of Entries published with Final Instructions or Amendment Sheet Bulletins. All Reserves will practice and may then replace withdrawn or retired entries in Reserve Number order irrespective of class. 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 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 start-line or pit-lane exit, whichever is the later. Such approval to start must be obtained from the Clerk of the Course and marshals' instructions must be followed at all times.

3.2 Briefings:

The Organisers will notify Competitors of the time and location for all briefings in the Final Instructions for the meetings. However it may be necessary to call a briefing during an event and in this case Competitors will be informed by the Championship Co-ordinator of the time and place for the briefing. Competitors must attend all briefings and failure to do so may result in a fine.

3.3 Qualifying:

- 3.3.1 The minimum period of qualifying to be provided is to be one twenty minute session.
- 3.3.2 Should any Practice or Qualifying 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.
- 3.3.3 During any Practice or Qualifying session all competing cars must remain in the Pit Lane when not on track. At no time is any car permitted into the garages or paddock area until the conclusion of the session when all cars must be taken directly to the designated Parc Fermé area.

3.4 Qualification Criteria:

- 3.4.1 Each Driver should complete a minimum of 3 laps of qualifying 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 Regulation Q4.5. The Clerk of the Course shall have the right to exclude any Driver whose qualifying times are considered to be unsatisfactory, as per MSA Regulation Q4.5.3.

3.5 Races:

- 3.5.1 Each event will be scheduled to hold either two or three Championship points scoring races.
- 3.5.2 The standard minimum time scheduled for each race shall be 20 minutes but should any race duration be reduced at the discretion of the Clerk of the Course or Stewards of the Meeting it shall still count as a full points scoring round.

3.6 Starts:

- 3.6.1 When the signal is given, the cars will be released from the assembly area on to the circuit to go directly to the grid. The cars should keep in formation with no overtaking, no practice starts and no excessive weaving on the way to the grid. Any car unable to join the train of cars leaving the assembly area will be directed to and held at the pit exit and may only exit the pit lane after the last car has passed the pit exit on the green flag lap or similarly on the first racing lap if the former is not possible. However exit from the pit lane must be in accordance with the marshals instructions at all times. Any car joining in this manner must remain behind the last car on the grid but in front of any car to be started with a time delay.
- 3.6.2 The grid formation will be: 2 x 2 x 2 in accordance with regulation 6.2 and all races will start from a standing start unless track conditions lead the clerk of the course to ask for the start to be behind the safety car.
- 3.6.3 The countdown procedure and visible / audible warning sequence shall be:

2 minutes to start of Green Flag Lap	- Board	- Clear Grid Warning / Grid Closed
1 minute to start of Green Flag Lap	- Board	- Start engines / Clear Grid
30 seconds	- Board	- Visible and audible warning
Green flag lap	- Flag	
- 3.6.4 Any cars removed from the grid prior to the 2 minute signal or driven into pits on the Green Flag lap shall be held in the pit lane and may only start the race after the last car to take the start from the grid has passed the start line or pit lane exit, whichever is the later.
- 3.6.5 Any Drivers unable to either start the Green Flag lap or the race are required to indicate their situation as per MSA Regulation Q12.13.2. Any Driver unable to maintain their grid position 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 Any car(s) that then cannot be started will be pushed to the Pit Lane if possible, or if not, to a place of relative safety. Cars, once within the Pit Lane, may be assisted by their team but may only start the race after the last car to take the start has passed the Start Line or Pit Lane exit, whichever is later. If any such car at the side of the track can then start unaided, it may join the Green Flag Lap under the usual restrictions.
- 3.6.7 During the green flag lap the grid formation should be kept as tight as practical and excessive weaving to warm-up tyres by using more than 50% of the track width, falling back in order to accelerate, along with practice starts, are all prohibited.
- 3.6.8 At the end of the green flag lap cars will take up their grid position and a five second board will be displayed to indicate that the grid is complete. The red lights will be switched on five seconds after this board is withdrawn and between 2 and 7 seconds later the lights will go out to indicate the start.
- 3.6.9 Unless the Clerk of the Course determines that the weather conditions have deteriorated significantly in the time involved or a Scrutineer determines a replacement is required due to damage, competitors are not permitted to change or swap tyres / wheels between leaving the assembly area and starting the race.
- 3.6.10 Start Delayed Procedure
 - a) If the starter deems that the start needs to be delayed, he/she will display a "Start Delayed" board. The Countdown Procedure / Audible Warning sequence will then recommence from the one-minute board and the race may be started by use of the National Flag provided that all Drivers have been informed of the change of start signal. The race distance will be reduced by two minutes.

b) Any Driver(s) deemed to have caused an aborted start will be moved to the back of the grid but ahead of any cars to be started with a time delay. Depending on individual circuit layout, the car(s) will either be removed to the back of the grid before the Green Flag Lap commences or the driver(s) will be instructed to commence the Green Flag Lap from his/her original grid position but must, during the course of the Green Flag Lap, allow any car(s) starting behind them to overtake, thus ensuring that they take the restart from the back of the grid (but ahead of any car(s) to be started with a time delay). If more than one car is penalised in this way, then their order at the back of the grid will reflect their original grid positions.

c) The Start Delayed procedure will be as follows:

(i) The start-delayed board is displayed, engines may be switched off and team members are allowed back onto the grid.

(ii) When the Clerk of the Course is happy, the countdown will restart in accordance with 3.6.3 from the one minute signal with the grid being cleared in the usual way.

(iii) Any stalled cars are cleared to the Pit Lane if possible, or if not, to a place of relative safety. Cars, once within the Pit Lane, may be assisted by their team but may only start the race after the last car has passed the Start Line or Pit Lane exit, whichever is later, on the first racing lap.

(iv) The remaining cars are waved off on a Green Flag Lap.

(v) The race is started, if appropriate, upon return from the Green Flag Lap in the usual way. If one Green Flag Lap has already been completed before the 'start delayed' board is shown then the race will be reduced by two minutes. Then, if the start is delayed again and another lap is lost or if this causes issues with the running of the timetable the Championship Clerk of the Course will set a new race distance.

(vi) The Clerk of the Course may either vary the above or set any other conditions upon this start procedure that may be deemed fit for the situation.

3.6.11 The onus is on the Competitor to comply with all aspects of the start procedure CR 3.6. Failure to do so and making a false start as defined in Q12.5 as judged by a Judge of Fact may result in a report to the Clerk of the Course, who may impose a Drive Through or retrospective time penalty, minimum 30 seconds.

3.7 Practice and Race Stops:

3.7.1 Should the need arise to stop any practice or qualifying session, 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 the signal for all Drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pit lane without overtaking other Competitors.

3.7.2 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 the 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, which will automatically become a Parc Fermé area, without overtaking other Competitors.

Cars should not enter the Pits unless directed to do so or unless repairs are considered necessary or unless they were not running at the time of the stoppage. Work on cars already in the Pits must cease when a race is stopped and may only continue with the approval of Scrutineers. Cars which are in the pit lane or who enter the pit lane may only re-start from the pit lane (not the grid) after all other cars have re-started the race. Non runners at the time of the stoppage (which must have returned to the pit lane without receiving any sort of mechanical assistance) can re-start from the pit lane behind those referred to above.

3.7.3 Case A - Less than two laps completed by Race Leader

The race will be null and void and the Parc Fermé conditions on the grid and in the pit lane are lifted. The race will re-start from the original grid positions. Competitors unable to take the re-start may be replaced by nominated reserves who will start from the pit lane in reserve number order after all other cars have restarted the race and in front of any other pit lane starter. Gaps on the grid should not be closed up. The length of the re-started race will be determined by the Clerk of the Course whose decision shall be final.

3.7.4 Case B - More than two laps completed by Race Leader but less than 75% of Race Distance:

The race will restart from a grid set out by the finishing order of part one (as per Q5.4.2). The final result of the race will be the finishing order of part two. The length of the re-started race will be determined by the Clerk of the Course whose decision shall be final.

3.7.5 If the leader has completed more than 75% of the race distance or duration it shall not usually be restarted (as per Q5.4.3). If not restarted, the results will be based on the order of crossing the finish line at one lap less than at the time of first showing the Red Flag. Only cars which are under their own power at the showing of the Red Flag will be classified.

3.8 Scrutineering:

3.8.1 The Entrant / Driver must present the competing vehicle, the mandatory vehicle logbook and all mandatory safety equipment to the Championship Eligibility Scrutineer or his representative, at the designated time for scrutineering prior to taking part in any track activity and at any time during the event as may be required.

3.8.2 Any vehicles reported as being involved in contact incidents during any practice, qualifying or race or those requiring any significant repair or rebuild process must be re-presented to the Championship Eligibility Scrutineer for inspection before continuing in the practice, qualifying or races.

3.8.3 All registered competition vehicles may also be checked for their eligibility prior to, during and after the Event, with vehicles being selected at the sole discretion of the Championship Eligibility Scrutineer. The Championship Eligibility Scrutineer and/or his nominated representative may make random checks for vehicle eligibility throughout the Race Weekend and any infringement will be subject to a report to the Clerk of the Course.

3.8.4 Any Driver involved in any incident may not leave the venue without the permission of the Clerk of the Course and all Drivers must remain available at the venue until the protest period relating to their event has elapsed. Failure to comply with this may lead to any judicial action proceeding in their absence.

3.8.5 Competition vehicles may not be removed from the venue during any event after initial scrutineering unless with the prior permission of the Eligibility Scrutineer and the Clerk of the Course. Failure to comply with this regulation will lead to Competitors being excluded from taking part in any remaining elements of the event

3.8.6 After each practice, qualifying session or race all vehicles must be taken directly to the designated Parc Fermé area. Parc Fermé conditions apply to every vehicle from the finish line to the Parc Fermé area, any waiting area in front of it and the pit lane. Except for the Driver, no-one is permitted to either enter the Parc Fermé area or touch/inspect any vehicle component unless invited to do so by the Championship Eligibility Scrutineer. Should unauthorised team personnel be present in the Parc Fermé areas or anyone touches or inspects any vehicle component, they render their car liable to exclusion from practice, qualifying or the race.

3.8.7 Cars will be held in Parc Fermé for a minimum of 20 minutes after each practice, qualifying session and race and must remain there until released by the Championship Eligibility Scrutineer.

3.8.8 The assembly and dismantling of the vehicle(s) is solely the responsibility of the Entrant/Driver and reimbursement of expenses for these measures may not be claimed.

3.8.9 The use of tyre heating / heat retention devices, tyre treatments and compounds is prohibited.

3.9 Pits & Pit Lane Safety:

3.9.1 Pits: Entrants / Drivers must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.

3.9.2 Pit lane: The outer lane or lanes (those nearest to the pit wall) 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 the pit lane at all times. People under the age of 16 are not permitted in the pit lane. During any official session a Car may only enter the fast lane with the Registered Competitor sitting in his/her normal position properly belted into the in the Car and all safety equipment should be in place as though the Car is on circuit. Reverse gear may not be used in the Pit Lane at any time during any official session.

3.9.3 Refuelling: The addition or removal of fuel may only be carried out in accordance with MSA Regulations Q13, Circuit Management Regulations and the SR's or Final Instructions issued for each event. The addition of fuel to or removal of fuel from a Car is prohibited in the pit lane during any practice or qualifying session and from the commencement of and/or during any countdown procedure on the grid prior to a race or during a race.

- 3.9.4 Speed: A maximum speed of 60kph (38mph) must be observed in the pit lane at all times. A fine of £10 for each km/h above the limit may be levied in the event of exceeding this limit during practice or qualifying. This penalty will be replaced by a Drive Through penalty or retrospective time penalty for any breach during a race.

3.10 Race Finishes:

- 3.10.1 The chequered flag will be shown to the race leader the first time that they cross the finish line after the scheduled or revised time for the race has elapsed.
- 3.10.2 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 and go directly to the designated Parc Fermé area, complying with any directions given by marshals or Officials, keeping helmets on and harnesses done up while on the circuit or in the pit lane.

3.11 Results:

All Practice and Qualifying Timesheets, Grid sheets and Race Results are to be deemed provisional until all vehicles are released by the scrutineers after Post Practice/Qualifying/Race Scrutineering and/or after completion of any Judicial or Technical Procedures.

3.12 Timing Modules:

- 3.12.1 All Competitors will be required to fit a transponder to their cars [Q12.2.1] for the purpose of accurate timing. The transponders must be in place and functioning correctly for all Championship qualifying practice sessions and races. The setting and servicing of these items must only be carried out by properly authorised MSA licensed Timekeepers.
- 3.12.2 Competitors may not place any personal electronic timing equipment within five metres of the official Start, Finish or any other official timing lines at any event or test session/day and any such equipment placed within these zones will be removed. Any Competitors personal timing equipment must be placed in a position so as not to cause a danger to others and failure to comply with this will result in the removal of the equipment concerned.

3.13 Safety Car

- 3.13.1 The Clerk of the Course reserves the right to introduce a Safety Car at any time during a race until such time as the race leader has completed 75% of the scheduled race distance.
- 3.13.2 The Safety Car will be used in accordance with the regulations as laid down in the Competitors Yearbook section Q, appendix 2.
- 3.13.3 The Clerk of the Course may impose a Drive Through penalty or retrospective time penalty upon any Competitor or team who he considers has gained an unfair advantage whether inadvertently or not from a breach of these Safety Car Regulations. If in the opinion of the Clerk of the Course during the event that one Competitor breaches these Safety Car Regulations for the benefit of another Competitor then both may be penalised.

3.14 Specific Championship Regulations

- 3.14.1 Any Competitor who is reported to be involved in incidents of contact, which in the opinion of the Clerk of the Course is avoidable, may be subject to the following immediate penalties:
- a) During practice or qualifying: The Competitor concerned may be Black Flagged and may subsequently be prevented from taking any further part in that session
 - b) During racing: The Competitor concerned may be penalised by way of a Drive Through penalty in accordance with MSA Regulation Q12.6.
- 3.14.2 The imposition of a Drive Through penalty will be notified by the use of the Black Flag and a Penalty Board and must be taken within 3 laps of the notification being given. It will involve the Competitor

entering the pit lane, observing the pit lane speed limit between the pit entry and exit control lines and exiting the pit lane to rejoin the race without stopping at his / her pit.

- 3.14.5 Failure to comply with the imposition of a Drive Through penalty may result in exclusion from the race in question. Any Drive Through penalty so awarded is not subject to appeal. In the event that a penalty described above cannot be imposed for operational reasons during a race (i.e. during the last three laps), the Competitor concerned may be given a subsequent elapsed time penalty of between 20 and 60 seconds as an alternative.
- 3.14.6 If the Driver experiences a serious mechanical problem at any stage he/she must leave the track as soon as it is safe to do so and park in a position of relative safety. The Competitor should stay with the Car to assist with its recovery unless instructed otherwise by medical staff and/or officials. Detachable type steering wheels must be refitted by the Competitor/Team member in the correct place on the steering column immediately after the Competitor has vacated the Car in addition the transmission must be selected to neutral at all times when the Car is left unattended or the Competitor is not seated in the Car. Failure to comply may result in a penalty from the Clerk of the Course.
- 3.14.7 Replacement cars are not permitted under any circumstances and an Entrant / Driver may only use the one car originally presented at pre-event scrutineering for his / her use.
- 3.14.8 It is the responsibility of each Competitor to ensure that their Car is fitted with tyres appropriate to the prevailing conditions. The Car's rear high intensity light must be illuminated at all times when visibility is reduced or when so instructed by the Clerk of the Course.
- 3.14.9 If the Clerk of the Course finds it necessary to grant an extra warming-up lap prior to the race, due to a change in conditions, one of the following two procedures will apply:
- a) Exit onto Track before the Start line
Cars will join the circuit when instructed to do so by an official and will proceed through the start line to commence a full lap of the circuit. On completion of this lap all Cars will stop in their correct start positions on the grid and the countdown will then begin as per 3.6.3 from the two minute signal.
- b) Exit onto Track just AFTER the Start line
Cars will join the circuit when instructed to do so by an official to commence a partial lap of the circuit. On completion of this lap all Cars will take the chequered flag at the finish line, complete one further lap of the circuit and stop in their correct start positions on the grid. The countdown will then begin as per 3.6.3 from the two minute signal.
- 3.14.10 Regardless of the circumstances, once a Driver has received mechanical assistance to move his/her car from one position to another he/she is not permitted to continue within that particular practice, qualifying or race even if, after being moved into a position of relative safety, he/she feels he/she is able to continue. For avoidance of doubt if the car is moved by manual means alone then continued participation within the session is permitted once the car has been approved to do so.

4. CHAMPIONSHIP PENALTIES:

4.1 Infringements of Technical Regulations:

4.1.1 Arising from Scrutineering post practice, qualifying or after races one and two of an event the minimum penalty shall be the provisions of MSA Regulations: C3.3 or 3.5, however a) to d) below also apply

a) The Car together with the Competitor copy of the Technical Non-Compliance Report must be presented by the competitor for re-scrutiny by the Championship Eligibility Scrutineer, or his nominated deputy, at the officially designated place of scrutiny for the Event no later than 30 minutes before the time allotted in the programme of events for the start of the next official session. Time is of the essence and force majeure does not apply.

b) If the Car passes re-scrutiny then the Competitor is entitled to start the next session. If the next session is a race, they may start from the back of the grid provided that there is space on the grid to do so (i.e. the maximum number of starters permitted by the Track Licence has not been achieved without their inclusion).

c) The Competitor shall be penalised by the deduction of ten points from their Championship score immediately, even if this results in a negative score.

d) Any Competitor who does not submit their Car for re-scrutiny, or whose Car fails re-scrutiny, shall be subject to the following mandatory penalties imposed by the Clerk of the Course: The car will not be allowed to take any further part in the event, there will be a deduction of thirty-two points from the Championship score for the Competitor, even if this results in a negative score, (this penalty can only be varied by a National Court of the MSC by application in accordance with the procedures laid down in the MSA General Regulations).

4.1.2 Arising from Scrutineering after the last race of the event the minimum Penalty shall be in accordance with the provisions of MSA Regulations: C3.5.1 (a) and (b) plus a deduction of thirty-two points from the Championship score for the Competitor, even if this results in a negative score.

For infringements deemed to be of a more serious nature the Clerk of the Course and/or Stewards of the Meeting are to invoke the provisions of Regulation C3.5.1 (c) in addition to the penalty above.

4.1.3 In additional specific Championship penalties may be applied at the discretion of the Championship Stewards (see below).

4.2 Infringements of non-technical Regulations and these Sporting Regulations issued for the Championship:

4.2.1 In accordance with the Judicial Procedure detailed in 2010 MSA Yearbook plus the following:

Any Competitor who is penalised during an Event and as a result receives an allocation of penalty points on their race licence in accordance with MSA regulations will receive a grid slot penalty at the next race for the Championship at which they compete. The individual grid slot penalty will depend on the severity of the penalty imposed under 2010 MSA Competitors' Yearbook C2.1.1 as follows:

- | | | |
|------|-----------------------------------|-------------------------------------|
| i) | Verbal warning | – 0 points: no grid slot penalty |
| ii) | Formal written reprimand | – 2 points: moved back two places |
| iii) | Fine or time penalty | – 3 points: moved back three places |
| iv) | Exclusion from Qualifying or Race | – 4 points: moved back four places |
| v) | Exclusion from the meeting | – 6 points: moved back six places |

The penalty will mean that a Competitor will be moved back the appropriate number of grid slot places from their grid position (i.e. if a Competitor with a four grid slot penalty had a qualifying time that was good

enough for pole position then the Competitor will start fifth on the grid). For the avoidance of doubt, if the offence occurs at the final round of the Championship no further penalty will apply.

4.2.2 Any Competitor found guilty of contravening these Regulations (Sporting or Technical) may be reported to the Stewards of the Championship for the possible imposition of further penalties which may be imposed separately or combined at the discretion of the Championship Stewards and may include the following

a) A demotion of up to ten grid positions from the qualifying position in the first race of the next event at which the Competitor takes part

b) A financial penalty of up to £5,000.

c) The loss of Championship points, up to a maximum of 64 (sixty four) points even if this penalty results in a negative points total

d) Exclusion from a fixed number of races within the Championship

e) Removal from the Championship in its entirety

4.2.3 Breaches of driving standards will be dealt with firmly. If the Clerk of the Course wishes to view video evidence from the nominated TV Company, on-board judicial cameras and/or data-logged evidence in order to assist with his enquiry into a breach of driving standards, he may order that the results remain provisional and he may take judicial action at a later date, which will usually be within 30 (thirty) days. However, the use of video evidence and/or data-logging evidence in all circumstances is at the sole discretion of the Clerk of the Course.

The Championship Coordinator may also, within 14 (fourteen) days of the Event and provided that the results have remained provisional, be entitled to request the Championship Stewards to enquire into any matter, notwithstanding that the Clerk of the Course and/or the Stewards of the Meeting may or may not have already investigated the incident. The Championship Stewards will be empowered to take further action if they deem it necessary in accordance with the above.

5. TECHNICAL

5.1. Introduction

- 5.1.1 The Championship is for JKS F75 single seat racing cars as supplied by Aztec Motorsport Ltd. The following Technical Regulations are set out in accordance with the MSA specified format and it should be clearly understood that if the following texts and/or the MSA regulations do not clearly specify that you can do it you should work on the principle that you cannot.
- 5.1.2 Everything that is not explicitly authorised and anything that is not specified
- (i) In these Regulations,
 - (ii) In the current Workshop Manual, relating to the JKS F75
 - (iii) In any official Technical Bulletin that may be published is strictly forbidden.
- 5.1.3 The MSA Regulations
The Regulations, which govern the construction of the JKS F75, are issued by the MSA and the car, as built and supplied complies with MSA J5 and Q19.
- 5.1.4 All Entrants/Drivers are reminded that it is their responsibility to ensure that their vehicle and equipment complies with the entirety of the Technical Regulations at all times during official test days, free practice, qualifying sessions and races and that they have taken account of all the safety requirements of these Regulations and of the Regulations of the Championship and Event in which they are participating.
- 5.1.5 The Championship Organisers reserve the right to issue additional statements concerning the rules and Regulations from time to time (Sporting and Technical Bulletins). These numbered statements will be issued to all registered Entrants/Drivers via the Championship website www.autosportyoungguns.com or by formal communication at the Event. Changes will have the approval of the MSA. Where clarification or amendments to the Sporting or Technical Regulations are detailed against the appropriate section number in this publication, the clarification or amendment takes place immediately.
- 5.1.6 The standard car.
- 5.1.6.1 The 2010 version of the Workshop Manual for the JKS F75, incorporating any clarifications, amendments and details of updated components shall remain the only active version of the document.
- 5.1.6.2 The parts used to build a JKS F75, and the correct assembly, are described in the Workshop Manual. These parts are divided into three categories:
- (i) Category A: No modifications are permitted. Parts in this category must remain in their original location and fulfil the function(s) for which they were originally designed,
 - (ii) Category B: Adjustment is allowed using the standard components.
 - (iii) Category C: The part is considered to be unrestricted on the express condition that the function/s for which it was originally designed is not deviated from, that it does not fulfil any additional function and that it is located in the same place as the original part.
- 5.1.7 Any matter affecting the Technical Regulations must be put in writing to the Series Eligibility/Safety Scrutineer, as any claim to have received clarifications or rulings on the Regulations must be substantiated by the production, on demand, of written confirmation of such rulings.
- 5.1.8 All parts must be able to be returned to the manufacturer's jigs and moulds and all component identification must be intact.

5.2 Tyres

- 5.2.1 The dry tyres to be used are Dunlop 190/535R13 S10 662 Compound slicks front and Dunlop 230/570R13 S10 662 Compound slicks rear.
- 5.2.2 All dry tyres will be marked with a barcode and this will be both noted in the assembly area prior to any Qualifying or Race and in Parc Fermé after any Qualifying or Race, as well as being declared in writing to the Scrutineer. A maximum of 6 new tyres may be used by any driver at his/her first meeting of the Championship. A maximum of four new tyres may be used at any subsequent meeting along with two used tyres which have previously been declared at an event.

- 5.2.3 In the event that a tyre is damaged after being declared to the Scrutineer then the matter of a replacement is at the sole discretion of the Scrutineer who may seek advice from the senior Dunlop technician at the venue.
- 5.2.4 Dunlop 190/535R13 226 CR9000 Compound wets front and Dunlop 230/570R13 226 CR9000 Compound wets rear are the only wet weather tyres which may be used. Wet tyres must be as provided by Dunlop and must not be re-cut.
- 5.2.5 At all times it is the responsibility of the Driver / Entrant to ensure that they are using tyres which are appropriate to the conditions. If it appears that the wrong tyre for the conditions are being used then the Clerk of the Course may stop a driver from competing by the use of the black flag.

5.3 Weight

- 5.3.1 The minimum weight of the car and driver at any time during Qualifying and Racing will be 440kg.
- 5.3.2 Ballast, to maintain the minimum weight, will either be in the form of fuel in the tank or steel sheets fitted below the drivers' seat and mounted in accordance with MSA regulations.
- 5.3.3 Driver weight will be noted by the organisers, but this will only be used to enable the car weight to be checked during podium ceremonies etc. The official weight will always be the weight as in 5.3.1

5.4 Suspension

- 5.4.1 Springs are free but must have been purchased from and identified by Aztec.
- 5.4.2 Suspension geometry is free using the adjustability provided in the basic design.
- 5.4.3 The wing angles are free within the adjustability provided in the basic design.

5.5 Other

- 5.5.1 The standard car is fitted with a Pi X dash. Extra data-logging may be fitted from the Pi range of data-loggers.
- 5.5.2 The organisers may take electronic data from the gearbox ECU and the Pi loggers on the car whilst the cars are in Parc Fermé, and this data may be used regarding the eligibility of the vehicle.
- 5.5.3 Brake pad material is specified as Ferodo 809C/810C
- 5.5.4 Brake fluid and all lubricants are free
- 5.5.5 The drivers' seat is free.

5.6 Standard Electronics

- 5.6.1 The organisers will exchange engine and gearbox ECUs at random, noting the relevant identification numbers, so that there may be no advantage gained from modifying these units.
- 5.6.2 The organisers have computer software to identify ECUs that have been 'adjusted' and any competitor found to have 'adjusted' an ECU in any way will be penalised.

5.7 Sealing

- 5.7.1 All cars are sealed at the top end of the engine by Aztec Motorsport upon release to the competitor. At the test and media day, prior to the Championship commencing, or at the first race entered by a new car, the Aztec seals will be broken and the engine will be resealed by the MSA Championship Eligibility Scrutineer and sealing certificates will be issued. Any MSA seal may only be broken with the permission of the Championship Eligibility Scrutineer.

6. APPENDICES:

The following Commercial Regulations are “contractual” between the Entrant / Driver and the Organisers or Promoters and are not considered by MSA. Accordingly, the application of these Commercial Regulations by the Organisers or Promoters will not be subject to the judicial processes of the Championship Stewards or the MSA.

6.1 Contacts details:

Organising Club:

British Automobile Racing Club, Thruxton Circuit, Andover, Hampshire, SP11 8PN
Tel: 01264 882200 Fax: 01264 882233 E-mail: competitions@barc.net

Championship Coordinator:

Martin Phaff 7 Peterborough Close, Sheffield S10 4JA
Tel: 0114 230 4551 Email: martin@vulcanplus.com

Championship Eligibility Scrutineer:

Alan Clancy, 55 South View, Kenfig Hill, Bridgend, Glamorgan CF33 6DG
Tel: 01656 868349

Championship Technical Advisor:

John Kirby Aztec Motorsport, Long Lodge Farm, Main Road, Grendon, Northants NN7 1JW
Tel: 07903 558747 Email:

Championship Control Tyre Supplier:

Michael Butler Dunlop Motorsport Europe, Fort Dunlop, Birmingham B24 9QT
Tel: 0121 306 7059 Fax: 0121 306 7000 E-mail: michael_butler@dunloptyres.com

6.2 Commercial Undertakings

6.3.1 Tyres:

Entrants / Drivers are obliged to contact the Dunlop representative to pre-order their required tyres for the next event that they intend to compete in, at least 7 days prior to the event concerned. Failure to do so may result in tyres not being available for the event on question.

6.3.2 Advertising

- 6.3.2.1. The Championship Coordinator reserves the right to censor any advertising which may be deemed to be unsuitable.
- 6.3.2.2. The stickers and livery of the Championship and its sponsor companies must be displayed in the type and size specified by any drawings issued
- 6.3.2.3 All surfaces which have not been claimed for stickers by the Championship, its sponsor companies or used for the application of the starting number, are free for use. Conflicting sponsors' stickers must be approved by the Championship Coordinator in advance and the position, size and colours (if approved) will be at the discretion of the Championship Coordinator
- 6.3.2.4 In order to qualify for points and awards, Entrants/Drivers must (provided that these items are available at the event) carry the correct Championship decals on their race cars in the specified positions
- 6.3.2.5 Should any car carry any form of sponsorship or advertising which conflicts in any way with the Championship or its associate companies or sponsors, the car may not take part in the Championship. The decision of the Championship Coordinator is final.

6.3.3 Publicity

- 6.3.3.1 In signing the Championship Registration Form each Entrant / Driver agrees that the BARC and the sponsors of the 2010 Autosport Young Guns Championship may make use of his / her activities and successes in motor sport for any advertising, publicity and public relations purposes. The Entrant / Driver also agrees that in any advertising or promotion with which they are associated, the full Championship title (including the Championship sponsor's name) will be used at all times.
- 6.3.3.2 It is incumbent upon all persons connected with the 2010 Autosport Young Guns Championship to promote the highest ideals of the Championship at all times. No person connected with the Championship shall bring it into disrepute by means of any statement, communication or press release given to journalists or other members of the media (both audio, visual, print and online), which may be considered negative or demeaning. Drivers may not publish press releases or make statements or comments on either their own or any third party website that refer to the Championship or their fellow Drivers in a derogatory way.

6.3.4 Additional Equipment

- 6.3.4.1 On-board cameras for either broadcast or judicial purposes supplied by the Organisers, possibly in conjunction with the nominated television company, must be fitted during an event when asked to do so and must take precedent over any other camera which a competitor may wish to fit. Once fitted, the cameras must not be tampered with in any way and remain the property of the Organisers and will be required to be returned at the end of the Event. Entrants will be charged for repair or replacement of the cameras due to accident damage, misuse or loss at any time during the Event.
- 6.3.4.2 The onus is on the Entrant to ensure that the judicial camera is positioned to record the view through the front screen is switched on and recording for all races, which must be done before the two-minute to race start signal. Failure to have the camera either positioned or working correctly may lead to a fine in accordance with 6.3.4.4 below.
- 6.3.4.3 Details of the specification, installation and operating procedures for the judicial camera will be made available to all Entrants via a Bulletin. Any other in-car or on-board camera, still or motion picture camera will only be permitted with the written authority of the Championship Coordinator and this permission must be applied for in advance of the event.
- 6.3.4.4 Any action by an Entrant/Driver to render any in-car or on-board camera inoperable will result in a fine being imposed by the Championship Coordinator of a minimum of £500 for each and every offence at their discretion.
- 6.3.4.5 All Competitors will be issued with a RACEceiver ear piece by Vulcan Plus, to enable the Clerk of the Course to speak individually or collectively to the drivers. Competitors are responsible for ensuring that these are in place and working at the start of each session on track. Checks will be made and failure to do begin a session with a working RACEceiver may result in a penalty being applied.
- 6.3.4.6 A Championship race suit is mandatory and these are only available through Grand Prix Racewear, at Silverstone, priced at £700 each

6.3.5 Numbers and Championship Decals:

- 6.3.5.1 **Positions:**
Race numbers must be displayed on each side of the vehicle and straight on the nose cone, when stood in front of the car. Race numbers will be allocated by the Championship Coordinator.
- 6.3.5.2 **Primary Sponsors:**
All cars must carry Dunlop decals as indicated by the Organisers along with BARC shield badges which must be affixed to the car in accordance with Appendix A.
- 6.3.5.3 **Other Nominated Suppliers:**
Other Suppliers / Sponsors decals will be available at the first event for which the car is entered. All cars must carry additional supplier / sponsor branding where indicated by the Organisers.

2010 AUTOSPORT YOUNG GUNS CHAMPIONSHIP

7.1 REGISTRATION FORM

Please complete using capital letters

Please send this Registration Form Along with the Registration Fee to:

Martin Phaff at 7 Peterborough Close, Sheffield S10 4JA

NAME OF DRIVER: _____

ADDRESS: _____

POSTCODE: _____

TEL (DAY): _____ (EVE): _____

MOBILE: _____ E MAIL: _____

DATE OF BIRTH: _____ NATIONALITY: _____

COMPETITION LICENCE No: _____ GRADE: _____

BARC MEMBERSHIP No: _____ EXPIRY DATE: _____

NAME OF ENTRANT: _____
(If different from above)

ADDRESS: _____

POSTCODE: _____

TEL (DAY): _____ (EVE): _____

MOBILE: _____ E MAIL: _____

ALL CORRESPONDENCE SHOULD BE SENT TO: DRIVER ENTRANT

NUMBER REQUESTED _____ or _____

ENTRANT / SPONSOR / TEAM: _____
(Wording for the event programme)

To be completed by all registering applicants:

I wish to register for the 2010 AUTOSPORT YOUNG GUNS CHAMPIONSHIP and I declare that the information given above is correct. I understand that should the above information change in any way I will confirm details in writing to the BARC and failure to do so may render me liable to exclusion from the Championship.

SIGNED: _____ DATE: _____

APPENDIX A

2010 AUTOSPORT YOUNG GUNS CHAMPIONSHIP

PERMITTED VEHICLE LIVERY

This appendix gives guidance as to the livery that is required to be included upon all cars entered into the Championship and space that remains available to be used by the Entrant, Driver or Competitor.

TBA