

2010 CHEVRON GR8 CHALLENGE.

1. SPORTING REGULATIONS – GENERAL

1.1 Title & Jurisdiction:

The 2010 Chevron GR8 Challenge is a series of races 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 Challenge 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 drivers by posting to the address details on the registration form.

Race Status: **National B**

1.2 Officials:

1.2.1	Series Coordinator:	Nicola Bush	BARC
1.2.2	Drivers Representative:	TBA	
1.2.2	Licenced Eligibility Scrutineer:	Steve Walker	BARC
1.2.3	Series Stewards:	Dale Wells	BARC
		Bill Coombs	BARC
		Rick Smith	BARC
		Andrew Hext	BARC

Any three of the above may reach a decision.

1.3 Competitor Eligibility:

- 1.3.1 Entrants where applicable must be in possession of a valid 2010 MSA Entrants Licence.
- 1.3.2 Drivers and Entrant/Drivers must be fully paid up valid membership card holding racing members of the BARC , be registered for the Championship and be in possession of a valid MSA Competition (Racing) National B minimum.
- 1.3.3. All necessary documentation must be presented for checking at all rounds when signing on.

1.4 Registration:

- 1.4.1. All drivers must register as competitors for the championship by returning the attached registration form to the the BARC prior to the closing date for the first round being entered.
- 1.4.2 Alternatively, competitors may register 'on line' by visiting the BARC website at www.barc.net. When registering on line competitors should NOT complete and submit the paper version of the registration form (section 7).
- 1.4.3 There is no Registration Fee,
- 1.4.4 Registrations will be accepted from 1st Jan 2010. (or when on-line registrations go 'live').
- 1.4.5 Registration numbers will be the permanent competition numbers for the Championship. Each registered driver will be allocated a permanent number for the season by the BARC and these will be issued strictly on receipt of a fully completed registration form.
- 1.4.6 Official Championship registration cards will be issued by the BARC only on receipt of the attached registration form.

1.5 Challenge Races:

The **2010 Chevron GR8 Challenge** will be held over **16** races (8 events) as follows:

Race:	Date:	Circuit	Organising Club	Format
1 / 2	08-09 May	Silverstone	BARC	2 x 40mins
3 / 4	05-06 June	Brands Hatch	BARC	2 x 40mins
5 / 6	19 June	Oulton Park	BARC	2 x 40mins
7 / 8	03-04 July	Croft	BARC	2 x 40mins
9 / 10	31 July-1 August	Anglesey	BARC	2 x 40mins
11 / 12	07-08 August	Thruxton	BARC	2 x 40mins
13 / 14	TBA	TBA		2 x 40mins
15 / 16	03 October	Mallory Park	BARC	2 x 40mins

1.5.1 In accordance with MSA Regulation **D11.1**, 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 Awards:

1.6.1 All awards are to be provided by Chevron Racing Cars Ltd and their sponsors, and by the individual racing clubs at each qualifying rounds.

1.6.2 Per Round:

Race Organising Club	Garland to winner of each race.
Chevron Racing Cars Ltd or Sponsors (if applicable)	Champagne and cup to winner &/or team of each race.
Chevron Racing Cars Ltd	Chevron winners cap to 1 st , 2 nd and 3 rd place in each race

1.6.3 Presentations:

Awards and trophies may be provided for presentation to the first three finishers at the end of each race, the drivers hospitality in the paddock or at the end of the meeting presentation ceremony.

1.6.4 In the event of any provisional results being revised after any presentations, and such revisions affect the distribution of any awards, the competitors concerned must return such awards to the BARC in good condition within 21 days.

2. SPORTING REGULATIONS - JUDICIAL PROCEDURES:

2.1 Rounds: In accordance with Section **C** of the 2010 MSA Yearbook and these regulations

2.2 Challenge: In accordance with Section **C** of the 2010 MSA Yearbook and these regulations

3. SPORTING REGULATIONS - RACE MEETINGS & RACE PROCEDURES

3.1 Entries:

- 3.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry closing dates 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/Car changes made after acceptance of any entry must be notified to the Secretary of the Meeting in writing, If Driver or 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 for each round shall be: As detailed in the SR's for the event in question.
- 3.1.5 There is no provision for Qualification races.
- 3.1.6 Reserves are to be nominated on the final list of entries published with final instructions or amendment sheet bulletins. All reserves must practice and replace withdrawn or retired entries in reserve number order irrespective of class. If reserves are given grid places prior to issue of the 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 Official "Assembly Areas" they will be placed at the rear of the grid and be started without any time delay. Otherwise, they will be held in the pitlane and be released to start the race after the last car to start the green flag lap or last car to take the start has passed the startline or pitlane exit, whichever is the later. Such approval to start must be obtained from the Clerk of the Course.

3.2 Briefings:

Organisers should notify Competitors of the times and locations for all briefings in the final instructions for the Meetings. Competitors must attend all briefings.

3.3 Qualifying:

- 3.3.1 The period of qualifying is to be 30 minutes. In the case of two drivers both must qualify in this session. Should any qualifying session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session. The decision of the Clerk of the Course shall be final.
- 3.3.2 The grid for race one shall be the fastest time set in the qualifying session. If two drivers are sharing a car over the two races then both drivers must qualify in the specified qualifying period, the driver to start race one must be nominated and the Clerk of the Course informed. The grid for race two shall be the finishing order of race one. Any car not completing race one shall be allowed to take part in race two starting from the back of the grid and placed in reverse order of retirement.

3.4 Qualification Criteria:

Each driver should complete a minimum of 3 laps 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 and/or Stewards of the meeting shall have the right to exclude any driver whose qualifying times or driving are considered to be unsatisfactory as per MSA regulations **Q4.5**.

3.5 Races:

The standard scheduled distance shall be 40 minutes+ one lap. Where there are two drivers, driver changes will take place between 18 and 23 minutes. Where there is one driver, that driver must pit between 18 and 23 minutes stop, get out of the car and then get in again.

3.6 Race Starts:

- 3.6.1 All race start countdowns are to have a minimum elapsed period of 5 minutes from the time all cars are released to form up on the grid to the start of the Green flag Lap(s) in the formation as specified on the Track Licence for each circuit.

- 3.6.2 The countdown procedures/audible warnings sequence shall be: **Rolling Starts:**
 3 Minutes to start of Green Flag Lap - Close pitlane exit.
 2 minutes to start of Green Flag Lap - Clear grid warning/grid closed.
 1 minute to start of Green Flag (Pace) Lap - Start engines/clear grid.
 30 seconds - Visible and audible warning for start of Green Flag Lap.
- 3.6.3 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.
- 3.6.4 Any cars removed from the grid after the 3 minute stage or driven into pits on Green Flag lap shall be held in the pitlane and may start the race after the last car to take the start from the grid has passed the startline or pitlane exit, whichever is the later.
- 3.6.5 Any drivers unable to start the Green Flag Lap or start are required to indicate their situation as per MSA Regulation **Q12.13.2** and any drivers unable to maintain grid positions on the Green Flag Lap to the extent that all other cars are ahead of them, may complete the Green Flag lap but must remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.
- 3.6.6 Excessive weaving to warm up tyres - using more than 50% of the track width, and falling back in order to accelerate and practice starts, is prohibited.
- 3.6.7 A five second board will be used to indicate that the grid is complete. The red lights will be switched on five seconds after the board is withdrawn. In the event of any starting lights failure the starter will revert to the use of the National Flag.

3.7 Practice / 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 **pitlane**.
- 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 Ferme area.

Cars should not enter the Pits unless directed to do so or unless repairs are necessary. Work on cars already in the Pits must cease when a race is stopped and may only continue under the control of Scrutineers. Cars which are in the pitlane or who enter the pitlane may ONLY re-start from the pitlane (not the grid) after all other cars have re-started. Non runners at the time of the stoppage (which have been recovered) can re-start from the pitlane 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. 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 pitlane in reserve number order and in front of any other pitlane 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.

- 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 **Q5.4.3**). 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.

- 3.7.5 If the leader has completed more than 75% of the race distance or duration it shall not usually be re-started (as per **Q5.4.3**). If not re-started 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 Re-Scrutiny:

All vehicles reported involved in contact incidents during races or practice must be presented to the Scrutineers before continuing in the races or practice,

3.9 Pits & Pitlane Safety:

- 3.9.1 Pits: Entrants must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.
- 3.9.2 Pitlane: The outer lane at races is 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 pitlanes.
- 3.9.3 Refuelling: There will be no refuelling allowed during the races.
- 3.9.4 Speed: There will be a maximum speed of **60kph (38mph)** in all pitlanes at all times. Competitors breaching this limit will be subject to penalties as provided for in MSA Regulations, typically being a fine of £10 per kph in excess of the limit during practice or qualifying and a Drive Through Penalty during race.

3.10 Race Finishes:

After the chequered flag drivers are required to progressively and safely slow down, remain behind any competitors ahead of them, return to the pit lane entrance/paddock entrance as instructed, comply with the directions given by marshals or officials and keep their helmet on and harness done up while on the circuit or in the pit lane. At the end of each race the first three finishers must proceed immediately to the presentation area (podium or other area) for Garlands and interview.

3.11 Results:

All practice time sheets, grids, race results are to be deemed PROVISIONAL until all vehicles are released by the scrutineers after post practice/race scrutineering, and/or after completion of any judicial or technical procedures.

3.12 Timing Modules:

- 3.12.1 All competitors will be required to fit an Electronic Self Identification Module (Transponder) to their cars (as per **Q12.2.1**) for the purposes of accurate timing. Holders for these and detailed fitting instructions will be issued with the transponders and it will be the responsibility of the competitor to fit these in the car in the position and manner specified. The Modules 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. Competitors will be charged by the timing company for replacement of the Modules due to misuse or loss at any time during the season. Contact: TSL Sports Timing Solutions Ltd
- 3.12.2 Competitors may not place electronic timing equipment within five metres of the official Start, Finish or any other official timing lines at any event or test session/day. Any such equipment placed within these zones will be removed.

3.13 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 MSA Regulations (**Section Q, Appendix 2**).
- 3.13.3 The Clerk of the Course may impose a Drive Through penalty (as per **Q12.6**) 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.

4. SERIES RACE PENALTIES

4.1 Infringements of Technical Regulations:

- 4.1.1 Arising from post practice Scrutineering or Judicial Action:
Minimum Penalty: The provisions of MSA regulations: **C 3.3.**
- 4.1.2 Arising from post race Scrutineering or Judicial Action:
Minimum Penalty: The provisions of MSA regulations: **C 3.5.1** (a) and (b)
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 regulations **C 3.5.1** (c).
- 4.1.3 Additional specific championship penalties: At the discretion of the Championship Stewards.

4.2 Infringements of non technical MSA Regulations and the Sporting Regulations issued for the Championship

as per 2010 MSA Judicial Procedure Regulations.

2010 CHEVRON GR8 CHALLENGE

5. TECHNICAL REGULATIONS

5.1 Introduction:

5.1.1 The following Technical Regulations are set out in accordance with the MSA specified format.

5.1.2 Everything that is not explicitly authorised and anything that is not specified:

- (i) In these regulations
- (ii) In the workshop manual/nomenclature relating to the Chevron GR8 Challenge
- (iii) In any official technical bulletin that may be published

is strictly forbidden

5.1.3 Each Chevron car is manufactured to an identical class specification. In the interests of fairness and safety, competitors may not depart from this specification under any circumstances, other than as specified below.

5.1.4 All Chevron manufactured parts and in particular body panels must be supplied by Chevron Racing Cars Ltd (or in the case of force majeure a supplier nominated by the organisers) and fitted in their original position.

5.1.5 Whilst the Eligibility Scrutineer is empowered to check all competing vehicles for compliance and has been provided with the data to determine the continuing eligibility of each car, the onus of responsibility for the eligibility of vehicles competing in the Series, rests with the Entrant/Competitor. In the event of a dispute concerning the compliance of a vehicle with these Regulations, the onus will be on the Entrant/Competitor to satisfy the Organisers with regard to such compliance and NOT with the Organisers to prove non-compliance.

5.1.6 Where it is suspected that a component or structure fitted to the competing vehicle may render the vehicle ineligible under these regulations, the component or access to the component will be sealed by the Eligibility Scrutineer for subsequent examination. Where ineligibility is subsequently proven exclusion will apply.

5.1.7 Where costs are incurred as a result of any eligibility check, as may be reasonably requested either by the Eligibility Scrutineer or the Series Organisers, these will be borne by the competitor/entrant.

5.1.8 As a method of control, any component on a competitor's car may be removed by the Team/Driver at the request of the Eligibility Scrutineer and exchanged for a similar component from a car of another competitor, or provided by the Championship Organisers. This includes the ECU. Whilst efforts will be made to ensure that the condition of the exchanged parts is similar, responsibility for the care of exchanged components lies with the recipient. Exchanged components may be returned to their original owners on completion of the race.

5.1.9 Any infringement of these Technical Regulations will render the competitor liable to penalties as defined in MSA Sporting Regulations.

5.1.10 Cars will be issued at the start of the season with log books. These will be used to record information relating to the car during the season. The entrant/driver of each car will be responsible for the safe keeping of the log book which shall be presented with the car at pre event scrutining.

5.1.11 IT MUST BE CLEARLY UNDERSTOOD THAT THE OVERRIDING PRINCIPLE OF THESE REGULATIONS IS THAT UNLESS IT IS STATED THAT YOU CAN DO IT, YOU SHOULD WORK ON THE PRINCIPLE THAT YOU CANNOT.

5.1.12 Whilst Chevron will endeavour to inform Competitors of any changes of components or part numbers, they reserve the right to fit updated components during the life of these regulations.

5.2 General Description:

5.2.1 Nomenclature

The 2010 version of the Workshop Manual/Nomenclature for the Chevron GR8 Challenge Car incorporating all clarifications, amendments and details of updated components shall remain the only active version of the document.

The parts used to build the Chevron GR8 Challenge Car are described in the document named 'nomenclature'. These parts are divided into 3 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: Only such modifications as specified in the regulations or the Chevron GR8 Challenge nomenclature are permitted.
- (iii) Category C: The part is considered to be unrestricted on the express condition that the function 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.

Any technical query relating these written regulations must be made 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.

- 5.2.2 The 2010 Chevron GR8 Challenge is a 'one make' race series for Chevron GR8 race cars as specified herein.

5.3 Safety Requirements:

- 5.3.1 The Chevron GR8 race car is manufactured to comply with the following safety requirements of **Section K** of the 2010 MSA Yearbook and must be retained:

K1 Roll cage

K2.1.3 Six point safety harness in accordance with **Q19.14.2**.

K3.1.2.(a) Plumbed in 2.25 litre fire extinguisher system. This system must be in the 'armed' condition (i.e. be capable of being operated without removal of any safety device) at all times whilst competing or practicing. The fire extinguisher cannot be disarmed in any Parc Ferme area without the specific permission of the Series Scrutineer. Any system found to be incapable of being operated, by virtue of the imposition of a safety device (eg.pin) having been made whilst the vehicle is either competing or in Parc Ferme, will be subject to report to the Clerk of the Course for possible penalisation as an offence.

K5 Single rain light

K6 Internal fuel filler that can be positively closed

K8 External Circuit Breaker

K13 Head restraint

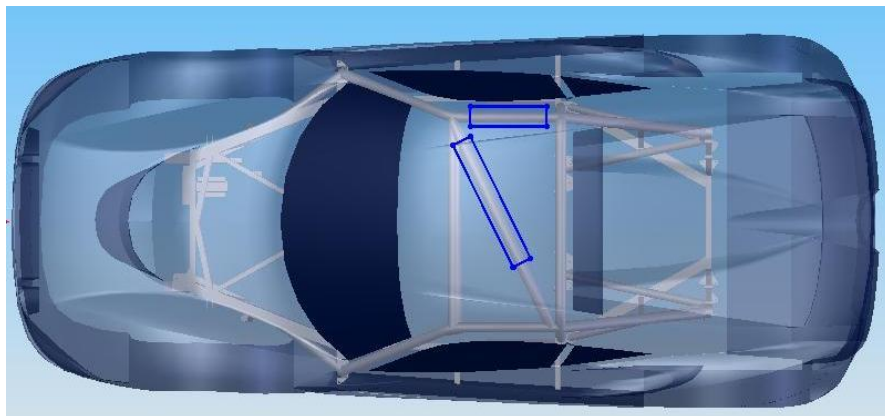
The attention of all competitors is drawn to Articles **K9**, **K10**, and **K11** of the MSA Yearbook, relating to overalls, crash helmet and visors.

- 5.3.2 The use of head and neck support systems (HANS) according to the FIA Code, standard 8858-2002, is compulsory. The helmet manufacturer must certify the tether anchorages and their mounting.

For clarification on clothing standards and for a list of approved helmets you may refer to the FIA website www.fia.com

- 5.3.3 Any padding on the roll cage must comply with FIA standard 8857-2001

- 5.3.4 Roll cage padding (complying with FIA standard 8857-2001) must be used on the sections of roll cage as shown in the diagram below:



Only with explicit written permission from the Series Scrutineer will a competitor be allowed to qualify/race without the need for roll cage padding.

5.4 General Technical Requirements and Exceptions:

- 5.4.1 The Chevron GR8 race car is built to comply with the provisions of **Section J** Tech (all vehicles) and **Q** Tech (race vehicles). Competitors are reminded that a catch tank must be fitted and that the location of the vehicle towing eyes should be suitably marked.
- 5.4.2 From time to time it will be necessary to approve alternative equivalent components. Only components approved as alternatives and published as such by the Series Organisers and/or their appointed representatives in official amendments to these regulations are eligible for the 2010 Chevron GR8 Challenge.
- 5.4.3 In case of force majeure Chevron Racing Cars may at any time approve alternative components. Competitors will be notified of any changes to the regulations via a published bulletin. If alternative components are to be used, these must be declared within the car's log book when the car is presented for scrutining.

5.5 Chassis:

The Chevron GR8 is manufactured to a standard specification and may not be altered. All chassis repair work must be undertaken only through Chevron Racing Cars.

5.6 Bodywork:

- 5.6.1 The Chevron GR8 race car body is manufactured to a standard specification. All body parts must be supplied through Chevron Racing Cars Ltd. Minor fibreglass repairs may be undertaken by the competitor, provided that the body profile is not altered in any way. Additional ventilation holes may not be cut into the bodywork unless written consent has been given by Chevron Racing Cars Ltd and approved by the Eligibility Scrutineer.
- 5.6.2 A bodywork template/profile tool may be used at scrutineering to ensure that original shape and car profile is retained. No extra panelling, either under floor or around the wheel arch area is permitted. The presentation of vehicle bodywork and repairs must be deemed acceptable by Chevron Racing Cars Ltd and the Series Organisers, in the interest of all cars being presented in a way representative of the Chevron marque.
- 5.6.3 Two rear view mirrors must be fitted.
- 5.6.4 The driver's seat is fixed and in compliance with MSA Regulation **K2.2** (Chevron part number 041GR8)
- 5.6.5 A standard front screen as supplied by Chevron Racing Cars Ltd must be fitted (Chevron part number 001GR8)

5.7 Permitted Engine:

The following specifications are for information only and are not intended to infer modification is in anyway allowed.

- 5.7.1 The Chevron GR8 Challenge Car is supplied with a Cosworth YD 2.0litre Duratec engine and ancillaries built by Cosworth Engineering and sealed using Cosworth specific seals. The engine seals must be intact and undamaged for the engine to be eligible to take part in official testing, qualifying or racing events. It is the responsibility of the Competitor to ensure the security of the seals. Seals can only be removed by the MSA Scrutineer or approved agent of Chevron Racing Cars. All broken Seals are recorded and noted by the Series Organiser, the engine may be subject to inspection at cost to the Competitor.
- 5.7.2 If the engine is damaged or worn it must be returned to Chevron Racing Cars for exchange or repair by Chevron Racing Cars/Cosworth Engineering at the cost of the competitor/entrant. Any maintenance to the engine in an area not covered by the Seals must use original parts for this engine, in any dispute the part in question will be compared to the relevant part and/or drawing held by Cosworth Engineering.
- 5.7.3 Engine Control Unit. (ECU) The cars are fitted with PiRQ4 ECU. This is fitted with a bespoke Fuel and Ignition map and Engine run data which are Password protected. The ECU must not be tampered with in anyway. The ECU can be interrogated at anytime during a race meeting by the MSA Scrutineer or approved Chevron Racing Cars agent. The Series Organisers reserve the right to exchange any Competitors ECU with an Official Series spare.
- 5.7.4 Engine wiring loom. This must remain as supplied by Chevron Racing Cars (part no. 005GR8)) with no modifications permitted.
- 5.7.5 Manifolds. It is permissible to use only inlet and exhaust manifolds (primary system part no. 006GR8, Silencer part no. 007GR8) as supplied by Chevron Racing Cars and bearing official identification stamps. Polishing, abrasive cleaning, or otherwise altering the manifolds internally is prohibited.
- 5.7.6 Lubricant. Only the specified engine oil is permitted in the Series. No additives are permitted.
- 5.7.7 Air Filter (part no. 010AGR8)) this must be fitted at all times.
- 5.7.8 Fuel Pressure. The fuel pressure regulator supplied with the car is the only eligible type. The fuel pressure must be 4.3 BAR. The fuel pressure will be checked regularly to ensure compliance.
- 5.7.9 Spark Plugs. Only NGK BR7EFS (part no.042GR8PR6084), TR71X (part no 043GR820005761) or TR81X (part no.044GR820005762) Plugs are eligible in the Series.
- 5.7.10 Fuel. Only Pump fuel - 4 star unleaded is permitted (as per MSA Regulations Section B). No additives or alternative fuels are permitted.

5.8 Transmission / Final Drive:

- 5.8.1 The Chevron GR8 race car must retain the Hewland JFR 5 speed sequential gearbox as supplied through Chevron Racing Cars Ltd. Only Hewland gear ratios are permissible. A Hewland supplied CWP limited slip differential with a final drive ration of 9.31 be used.
- 5.8.2 The clutch as supplied by Chevron Racing Cars Ltd with the 2010 specification engine must be retained in its original form. (Pressure plate part no. 008GR8, Drive plate part no.009GR8, Clutch release bearing part no. 010GR8)

The flywheel must remain as supplied by Chevron Racing Cars Ltd., with a minimum thickness of 14mm and with a minimum weight of 3.2Kg (with ring gear fitted, although excluding all flywheel and crankshaft bolts)

5.9 Induction System:

The standard induction system as supplied by Cosworth Engineering and consisting of a Cosworth roller throttle body must be retained. The throttle body housing shall not be modified internally in any way. No polishing or re-profiling is permitted. The external throttle linkage, including the throttle return spring and the fly by wire control unit may not be reworked. Air filter (part no. 011GR8)) supplied as standard by Chevron Racing Cars Ltd. No modification is permissible to this system, whatsoever.

5.10 Electrics:

- 5.10.1 Battery type and make must remain as supplied by Chevron Racing Cars Ltd. The original location of the battery must be retained utilising the standard mountings. Terminals must be insulated.

- 5.10.2 The coil on the plug units must remain standard and in their original location . The dual-triple channel ignition modules must remain standard (part no 041GR8)
- 5.10.3 The fitting of additional instrumentation is not permitted unless under regulation 5.10.5
- 5.10.4 The standard Pi Omega D2B electronic dashboard is the only permitted device and must remain set to standard configuration as supplied with the Chevron GR8 Challenge car. No additional connections may be made to the ECU whatsoever. As a routine part of eligibility control procedures, it may be called upon by either the Series Organisers or Eligibility Scrutineer to make available all acquired data during either race or qualifying sessions and during official test sessions / Chevron organised sessions. For this purpose the ECU download point must remain in its standard location.
- 5.10.5 Any competitor may be required to run additional sensors at any time. It is at the sole discretion of the Series Coordinator and Eligibility Scrutineer as to which cars must run any additional sensors.
- 5.10.6 The 12 volt standard alternator must be fitted. The minimum output of the alternator must remain as standard at all times.
- 5.10.7 The starter motor must remain standard as supplied by Chevron Racing Cars Ltd (Chevron part number 012GR8)
- 5.10.8 Cars must be fitted with the 2010 rear lights including brake lights, LED rain light (part nos. R/H015GR8, L/H 016GR8 & 017GR8)
- 5.10.9 Cars must be fitted with standard Chevron front lights with clear lenses (Chevron part no R/H013GR8, L/H014GR8)

5.11 Cooling System:

- 5.11.1 The standard layout of the cooling system must be as issued by Chevron Racing Cars Ltd. The radiator (Chevron part no.018GR8) must be standard and remain its original location. The thermostat and housing may not be replaced.
- 5.11.2 No other modifications than those referred to above are permissible.

5.12 Brakes:

- 5.12.1 The standard braking system as supplied by Chevron Racing Cars Ltd consisting of 330mm x 28mm (part no. 028GR8) vented plain discs at the front and 300mm x 28mm (part no. 024GR8) vented plain discs at the rear, must be retained.
- 5.12.2 Brake master cylinders (Chevron part no 019GR8) with 0.7 inch bore size front and (Chevron part no. 020GR8) with bore size 0.75 rear must be retained as standard.
- 5.12.3 The use of the following Brake pads and friction material is mandatory:

Front: part no. 021GR8 Rear: part no. 022GR8

Brake pads must be supplied by Chevron Racing Cars. In the event of an eligibility dispute, reference will be made to technical scrutineer, who will decide if the disputed component is authentic.

- 5.12.4 Brake lines must remain as standard and in the manufacturer's layout.
- 5.12.5 Brake bias may be altered using the standard balance bar supplied by Chevron Racing Cars Ltd.
- 5.12.6 It is not permitted to change the Chevron Racing Cars supplied air ducting to the brake system or the position of the ducting and brake calliper air ducts (Chevron part no Front R/H 042GR8, L/H 043GR8. Rear R/H044GR8, L/H 045GR8) unless advised by Chevron Racing Cars as an approved system.

5.13 Suspension:

- 5.13.1 The standard suspension components and configuration as supplied by Chevron Racing Cars Ltd must remain unaltered except as specified below.

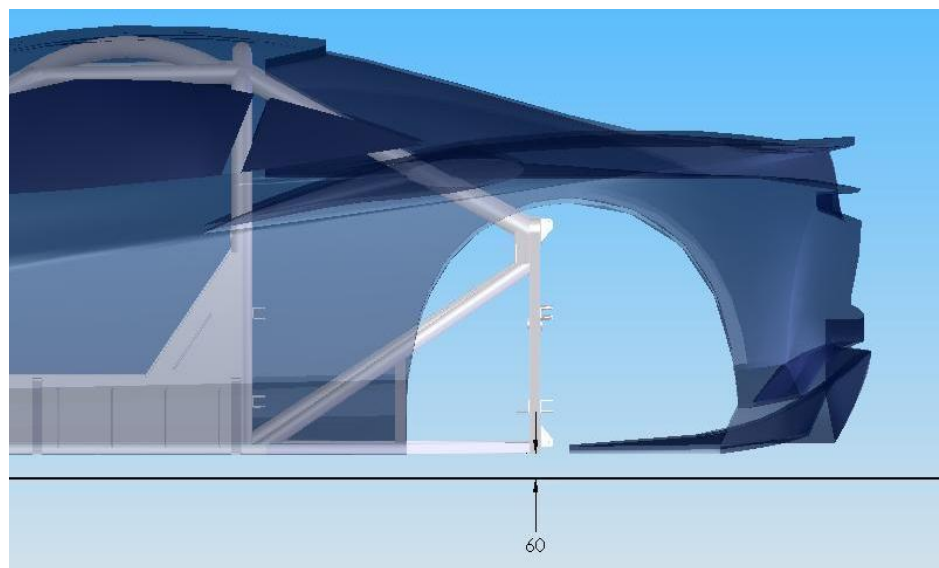
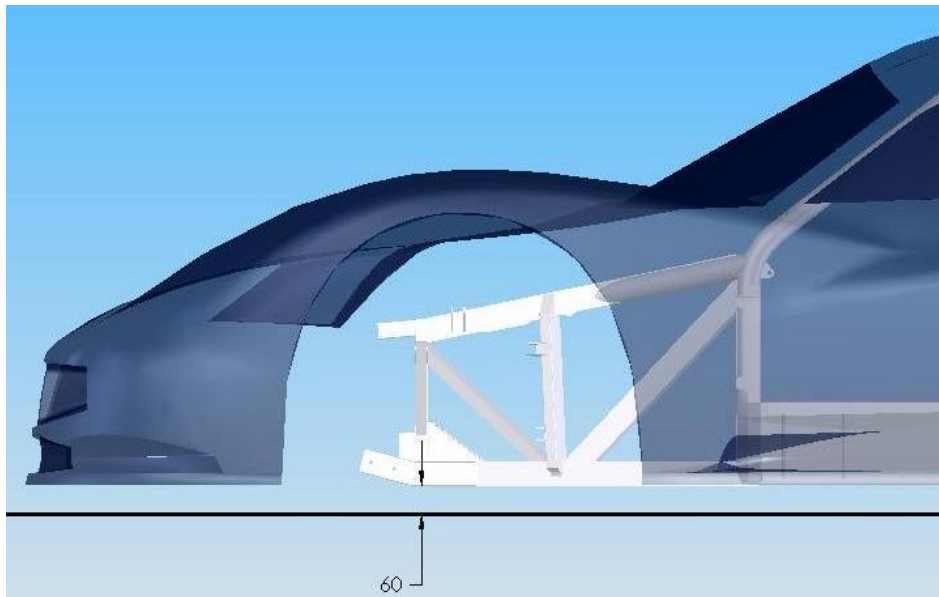
5.13.2 Front and rear anti-roll bars must remain standard as supplied by Chevron Racing Cars Ltd and remain in the standard locations and standard material. Anti roll bar stiffness adjustment is free within the range provided. The operating linkage may be disconnected but not removed.

Front anti roll bar (Chevron part # 027GR8)

Rear anti roll bar (Chevron part # 028GR8)

5.13.3 The minimum ride height as measured in a vertical plane from the lowest point of the floor pan OR chassis rails to a level ground surface below, shall be in excess of 60mm No part of the bodywork or any attached components shall be below 60mm of a parallel plane front to back of the complete chassis as set out in the following diagram (F & R). These measurements shall be applied with the driver on board and with tyres normally inflated. If the ride height is measured at the end of an on track session, the tyre pressures may not be altered prior to the ride height being checked.

Diagram of chassis showing approximate position at which ride height measurements will be taken, front (F) and rear (R). Ride height shall be measured with the Series designated tyre.



5.13.4 The front and rear wheel camber angle may be adjusted by means of standard size shims as supplied by Chevron Racing Cars Ltd. Only shims supplied by Chevron Racing Cars Ltd are permissible. The following shim widths and combinations of these shim sizes are permissible.

- 2mm (part # 029GR8)
- 3mm (part # 030GR8)
- 5mm (part # 031GR8)

The front and rear camber angle may be adjusted to a minimum and maximum value. The minimum number of shims permitted is 3mm per upright at the front and rear. The maximum number of shims allowable will be 15mm per upright at the front and rear.

5.13.5 The front and rear wheel toe in/out may be adjusted within standard limits and with no modification.

5.13.6 Springs. The only permitted springs are the ones as outlined below and supplied within the range as detailed by Chevron Racing Cars Ltd. The use of additional 'helper' springs is not permissible. Springs are required to have legible manufacturer's identification marks to be considered to be compliant with the technical regulations.

If the distinguished marks become illegible the component may be re-authenticated providing an audit trail and compliance with the component specification can be demonstrated. Spring range (outlined only) and part numbers:

- 350 lbs (Chevron part number 032GR8)
- 400 lbs (Chevron part number 033GR8)
- 450 lbs (Chevron part number 034GR8)
- 500 lbs (Chevron part number 035GR8)
- 600 lbs (Chevron part number 036GR8)
- 700 lbs (Chevron part number 037GR8)

5.13.7 Shock absorbers are specified and supplied by Chevron Racing Cars Ltd must remain to the original manufacturer's specification and located as supplied by Chevron Racing Cars Ltd.

5.13.8 The standard track and wheelbase dimensions must be retained.

5.14 Wheels:

5.14.1 The standard wheels of sizes 8 x 17" front and 10 x 18" as supplied by Chevron Racing Cars Ltd (Chevron part no Front 038GR8, Rear 039GR8) may not be modified or substituted for others.

5.14.2 The use of wheel spacers or other wheel spacing mechanism is not permitted.

5.15 Tyres:

The intention of these regulations is:

- (i) To contain costs by limiting the number of tyres which can be purchased on behalf of any one driver during the series.
- (ii) To limit the number of tyres used per car/driver per complete event.
- (iii) To prohibit the use of any method of raising the temperature of tyres by adding heat artificially.
- (iv) To prohibit the application of any material to alter the standard performance of the tyres.
- (iiv) Any attempt whatsoever to circumvent these intentions or any fraudulent attempt to deface, re-mark, counterfeit or otherwise circumvent the unique tyre numbering system, will automatically be the subject of a report to the Clerk of the Course/Stewards and will be subject to penalties as provided for in Section **C3.3** and **C3.5** of the MSA Yearbook.

5.15.1 The maximum number of tyres available to each car for use during each Race Series meeting (where two rounds are timetabled over a single weekend) will be limited to 8 tyres (new or used). A maximum of 8 tyres must be presented at scrutineering (4 on the car, 4 additional tyres) for registration and recording by the Eligibility Scrutineer.

Permanent paint marking will be used to control tyre use. It is the competitor's responsibility to ensure that all tyres are marked before use and logged by the series co-ordinator and/or Series Scrutineer.

5.15.2 All tyres must be supplied by Chevron Racing Cars Ltd or their designated tyre supplier Toyo Tires Ltd

- 5.15.3 Tyre location on the Chevron GR8 Challenge car must remain standard throughout a track session, i.e. it is not permissible to move tyre location across an axle or front to back mid session. If a tyre is damaged during a session it may only be replaced with permission from the Series Scrutineer or Chevron Racing Cars official.
- 5.15.4 The use of tyre heating equipment / heat retention, tyre warmer devices, tyre treatments or compounds, is prohibited. Any artificial cooling of tyres is prohibited. The Series Organisers reserve the right to take samples of tyre material at any time for laboratory analysis.
- 5.15.5 Any tyres required for use in official qualifying, race(s) and official test days, may only be purchased from the approved supplier or through Chevron Racing Cars.
- 5.15.6 In those exceptional cases where, in the judgement of the Series Eligibility/Safety Scrutineer, damage to tyres through no fault of the driver/entrant makes further participation in the event impossible, supplementary front and/or rear tyres may be nominated and used. Supplementary tyres are to be selected by and at the discretion of the Series Eligibility/Safety Scrutineer.
- 5.15.7 It is not permitted to remove debris / rubber pick-up from the tyre surface by the use of a tool and / or heat gun.
- 5.15.8 It is only permitted to inflate tyres with air; no other medium may be used.
- 5.15.9 Pressure regulation valves are forbidden.

5.16 Weight:

- 5.16.1 The minimum weight excluding driver is (625Kg). It is emphasised that this weight must be respected at all times during both Qualifying and Competition. Failure to meet this weight will be considered an offence under these regulations.
- 5.16.2 In order to meet the criteria of 5.16.1 only it is permitted to add ballast to the car in accordance with MSA Regulation **J5.15**. Such ballast must be formed of solid unitary blocks. They must only be fixed using a ballast plate which is bolted to the floor of the passenger seat well in the designated area of the car. The ballast plate fixings must be able to withstand acceleration / deceleration forces of 25G.
- 5.16.3 Provision must be made for Scrutineer to affix seals to any ballast fitted.
- 5.16.4 Following competition, the driver must remain available with the car under Parc Ferme conditions, if required, until released by Scrutineer, in order to ensure weighing is completed with the minimum of delay.

5.17 Fuel, Fuel Injection and Fuel Tank:

- 5.17.1 A standard fuel tank as supplied by Chevron Racing Cars Ltd must be retained in its original position. The fuel delivery system must remain as original specification.
- 5.17.2 The standard 80 litre fuel tank and fuel delivery system must be used as supplied by Chevron Racing Cars (Chevron part # 040GR8)
- 5.17.3 The use of an unleaded fuel complying with the definition laid down in the Terminology Section of MSA Regulations (Technical Definitions) is mandatory. No fuel additives of any kind are to be used. Compliance with this regulation will be verified by fuel testing throughout the season.
- 5.17.4 At the end of practice / qualifying and race at least 3 Litres of fuel from the tank of the competing car must be available to the Eligibility Scrutineer for analysis, if required. Compliance with minimum weight for the car will be taken before fuel is removed as part of any eligibility check.

5.18 Silencing:

The exhaust system as supplied by Chevron Racing Cars Ltd must remain as standard and may not be altered. All cars must comply with MSA Regulation **J5.17** concerning noise levels and it is the competitor's responsibility to ensure that the car complies with currently enforced levels.

5.19 Presentation:

Having due regard to the best interests of the Championship Sponsors, the Championship image, Chevron Racing Cars and of safety, competing cars are to be presented in a mechanically and visually acceptable condition. Organisers reserve the right to insist that such standards of presentation are maintained as a condition of racing within the 2010 Chevron GR8 Challenge. Individual cars may fail scrutineering if as deemed by the Series Scrutineer to be of poor presentation and / or mechanically unacceptable.

5.20 Race Suits:

Competitors Race suits must comply with MSA Regulation **K9.1**

5.21 Numbers And Series Decals:

5.21.1 All cars must carry series and trade sponsor decals as specified by the Organisers.

5.21.2 Each car must carry series decals as per the figure in Annexure A. Competitors will be supplied with three number roundels incorporating any major sponsor's logos. One must be affixed to each side of the car, in the position normally occupied by the doors. The third must be located to the front / top aspect of the car so as to be clearly visible. Competition numbers must be affixed to these squares/roundels and to the front / top aspect of the car so as to be clearly visible. The number square / roundel for the front of the car must be supplied by the competitor in compliance with MSA Regulations.

5.21.3 Chevron Racing Cars may request at any point that additional series / trade sponsor decals are carried on cars. This will be done by way of an official series bulletin.

5.21.4 Failure to comply with regulations 5.20 or 5.21 will not be subject to technical non compliance but will be liable to penalty under the Commercial Regulations for the series.

6. APPENDICES

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

6.1 Championship Contacts and Race Organising Clubs:

Vehicle Manufacturer:

Chevron Racing Cars Ltd
Hollins Lane
Antrobus
Cheshire CW9 6NL
Tel: 01565 777395
www.chevronracing.com

Eligibility Scrutineer:

Steve Walker
36 Terence Road
Liverpool L16 8NW
Tel: 0151 737 1177 or 07778 179361
E-mail: stephenwalker123@aol.com

Championship Organiser:

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

Championship Co ordinator:

Nicola Bush, BARC

6.2 Commercial Regulations:

Appendix A

2010 CHEVRON GR8 CHALLENGE

7. REGISTRATION FORM

Please complete in capital letters

NAME OF DRIVER: _____

ADDRESS: _____

_____ POSTCODE: _____

TEL(DAY): _____ (EVE): _____

E MAIL ADDRESS: _____

AGE: _____ DATE OF BIRTH: _____

NATIONALITY: _____

COMPETITION LICENCE No: _____ GRADE: _____

BARC MEMBERSHIP No: _____ (Compulsory)

OTHER CLUB MEMBERSHIP: _____

NAME OF ENTRANT: _____

ADDRESS: _____
(if different from above)

_____ POSTCODE: _____

TEL(DAY): _____ (EVE): _____

ALL CORRESPONDENCE SHOULD BE SENT TO: DRIVER ENTRANT

CAR: **CHEVRON** MODEL: **GR8** CC: **2000**

PREFERRED COMPETITION NUMBER: -----

PLEASE COMPLETE REVERSE OF FORM

SIGNATURE OF ENTRANT: _____
(if different from Driver)

SIGNATURE OF DRIVER: _____

PREVIOUS RACING EXPERIENCE OF DRIVER: _____

TO BE COMPLETED BY ALL APPLICANTS:

I wish to register for the **2010 CHEVRON GR8 CHALLENGE** 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 as detailed below.

SIGNED: _____ DATE: _____

ONCE FULLY COMPLETED THIS FORM SHOULD BE RETURNED TO:

The British Automobile Racing Club, Thruxton Circuit, Andover, Hampshire. SP11 8PN.

PRIOR TO THE CLOSING DATE OF THE FIRST RACE ENTERED

FOR OFFICIAL USE ONLY

REGISTRATION FEE - **NIL**

DATE RECEIVED:.....

DATE REGISTRATION CARD SENT:.....

COMPETITION NUMBER ALLOCATED:.....



COMPETITOR BULLETIN # 01

ISSUED BY BARC – 21 JUNE 2010

AMENDMENT TO 2010 REGULATIONS

Amendments / additions are in underlined bold italic – deletions in double strikethrough

1.2.1 Series Coordinator:

~~Carolynn Luck~~
Nicola Bush BARC

1.2.2 Drivers Representative:

Ray Grimes Chevron

3.5. Races:

The standard scheduled distance shall be 40 minutes + one lap. Where there are two drivers, driver changes will take place between 18 and 23 minutes. Where there is one driver, the driver must pit between 18 and 23 minutes ~~stop, get out of the car and then get in again.~~ **and may remain in the vehicle. In the case of one or two drivers, the pit stop will be for one minute from the time the car comes to a halt and the engine must be switched off.**

3.6.5. Any drivers unable to start Green Flag lap or start are required to indicate their situation as per MSA regulation Q12.13.2 and any driver unable to maintain grid positions on the Green Flag Lap to the extent that all other cars are ahead of them, may complete the Green Flag Lap, but must remain at the rear of the last row of the grid ~~but ahead of any cars to be started with a time delay.~~

3.6.7. ~~A five second board will be used to indicate that the grid is complete. The red lights will be switched on five seconds after the board is withdrawn.~~ **The start will be indicated by extinguishing of Red Lights.** In the event of any starting lights failure, the starter will revert to the use of the National Flag.

.....
Nicola Bush
Series Co-ordinator

The British Automobile Racing Club Limited

Thruxton Motor Racing Circuit, Nr. Andover, Hampshire SP11 8PN, U.K.

Tel: 01264 882200

Fax: 01264 882233

e-Mail Address: competitions@barc.net

Website: www.barc.net



COMPETITOR BULLETIN # 02

ISSUED BY BARC – 22 JUNE 2010

AMENDMENT TO 2010 REGULATIONS

Amendments / additions are in underlined bold italic – deletions in double strikethrough

1.5 Challenge Races:

The **2010 Chevron GR8 Challenge** will be held over **16** races (8 events) as follows:

Race:	Date:	Circuit	Organising Club	Format
1 / 2	08-09 May	Silverstone	BARC	2 x 40mins
3 / 4	05-06 June	Brands Hatch	BARC	2 x 40mins
5 / 6	19 June	Oulton Park	BARC	2 x 40mins
7 / 8	03-04 July	Croft	BARC	2 x 40mins
9 / 10	31 July-1 August	Anglesey	BARC	2 x 40mins
11 / 12	07-08 August	Thruxton	BARC	2 x 40mins
13 / 14	<i>25-26 September</i>	<i>Snetterton</i>	BARC	2 x 40mins
15 / 16	03 October	Mallory Park	BARC	2 x 40mins

.....
Nicola Bush
Series Co-ordinator

The British Automobile Racing Club Limited

Thruxton Motor Racing Circuit, Nr. Andover, Hampshire SP11 8PN, U.K.

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