

2010 BARC CLASSIC CLUBMANS CHAMPIONSHIP

1. SPORTING REGULATIONS - GENERAL

1.1 Title & Jurisdiction:

The 2010 BARC CLASSIC CLUBMANS CHAMPIONSHIP is 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 Championship 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.

MSA Championship Permit No: **CH2010 / 041** Race Status: **National B**
MSA Championship Grade: **D**

1.2 Officials:

1.2.1	Co-ordinator:	Nicola Bush	BARC
1.2.2	Drivers Rep:	David Childs Jamie Champkin	Clubmans Register Clubmans Register
1.2.3	Licensed Eligibility Scrutineer AND Technical Officer	Mike Wright	BARC
1.2.4	Championship Stewards:	Dale Wells Rick Smith Bill Coombs Robin Knight	BARC BARC BARC 750MC

Any three of the Championship Stewards may reach a decision.

1.3 Competitor Eligibility:

- 1.3.1 Entrants where applicable must in possession of a valid 2010 MSA Entrants Licence.
- 1.3.2 Drivers must be fully paid up valid 'racing membership' card holding racing members of the BARC and Racing Members of the Clubmans Register, be Registered for the Championship (subject only to the stipulations of Invitation Class E) and be in possession of a valid MSA Competition (Racing) National B status Licence minimum.
- 1.3.3 All necessary documentation must be presented for checking at all rounds when signing on.
- 1.3.4 At the discretion of the Clubmans Register and in agreement with the race organising club, clubmans cars eligible for the 2010 Dunlop BARC Clubmans Cup may be entered into any race in the classic championship without scoring championship points or receiving prize money. Such cars will run in Class E (Invitation Class) but will otherwise comply with all the regulations of their own championship.
- 1.3.5 At the discretion of the Clubmans Register and in agreement with the race organiser, a guest driver may compete in a maximum of two races in this championship without the need to comply with the full registration and membership requirements of 1.3.1. and 1.4.1. Such guest drivers will not score points in the championship. Where possible, number 99 will always be allocated to a guest driver.

1.4 Registration:

- 1.4.1 All drivers (except Invitation Class E) must register as competitors for the championship by returning the Registration Form to the Co-ordinator prior to the Final Closing date of the first round being entered.

- 1.4.2. The Registration Fee is: Free
- 1.4.3 Registrations will be accepted from 1st January 2010 until further notice
- 1.4.4. Registration numbers will be the permanent Competition numbers for the Championship and will be issued by the Championship Co-ordinator on receipt of a fully completed Registration Form. As far as may be practicable and always in the sole discretion of the Organising Clubs Competition Numbers 1-10 inclusive shall be allotted to such competitors who finished in positions 1-10 of the Championship in the immediately preceding year.

1.5 **Championship Rounds:**

The 2010 BARC Classic Clubmans Championship will be run over **10** rounds as follows:

Round:	Date:	Circuit:	Organising Club:
1	27 March 2010	Oulton Park	BARC (NW)
2 / 3	17-18 April 2010	Croft	BARC
4	16 May 2010	Cadwell Park	BARC
5	05-06 June 2010	Brands Hatch	BARC
6	20 June 2010	Castle Combe	CCRC
7 / 8	31 Jul – 01 Aug 2010	Snetterton	BARC
9	11-12 September 2010	Rockingham	BARC
10	03 October 2010	Mallory Park	BARC

- 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 **Scoring:**

- 1.6.1 Points will be awarded to Competitors listed as classified finishers in the Final Results as follows:- In each class:
- 10, 8, 6, 4, 2. (reduced subject to the number of starters in each class).
 - Plus 1 for fastest lap and 1 for Pole position - both subject to a min. of two starters in each class.
 - In addition, 1 point for a race start and 1 for race finish will be awarded, irrespective of class or number of starters per class.
- 1.6.2 The totals from all qualifying rounds run **less 3** will determine final championship points and positions.
- 1.6.3 Ties shall be resolved using the formula in Regulation Q3.4. of the 2010 MSA Yearbook.
- 1.6.4 Class D cars will not be eligible to win the overall Championship. Instead, Class D competitors will race for Class honours only.

1.7 **Awards:**

- 1.7.1 All awards are to be provided by the BARC and the Clubmans Register
- 1.7.2 Per Round: Class winners - a garland provided by BARC and (at separate Ceremony in the paddock) a trophy provided by the Clubmans Register

1.7.3 Championship:

- (1) Trophy to A Class winner provided by BARC; Trophy to B Class Winner provided by Clubmans Register

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 have been presented at this function. Such prizes may be withheld and not be represented to any other driver.

- (2) Class Winners-Trophy provided by the Clubmans Register to be awarded at the Clubmans Register Annual Prizegiving (date and venue to be announced in the Clubmans Chronicle).

1.7.4 Bonuses:

Per Round: None

Championship: None

1.7.5 Entertainment Tax Liability: Not Applicable

2. SPORTING REGULATIONS - JUDICIAL PROCEDURES

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

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

3. SPORTING REGULATIONS - CHAMPIONSHIP 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/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 the running of 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 will practice and replace withdrawn or retired entries in Reserve Number order irrespective of class. If any 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 Grid Places after publication of the Grid Sheet and prior to cars collecting in the Official "Assembly Areas" they will be placed at the rear of the Grid and will 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 Qualification:

3.3.1 The minimum period of Qualification to be provided is to be as specified in the MSA Regulations in respect of circuit lengths

3.3.2 Should any Qualifying Session be disrupted the Clerk of the Course shall not be obliged to resume the session or re-run session to achieve the championship criteria and the decision of the Clerk of the Course shall be final.

3.3.3 For races marked (D/Header) in section 1.5., where it is planned to hold two races, each race shall have a separate qualifying session as per 3.3.1. above. However, the constraints of individual event timetables may not allow for two qualifying sessions in which case one session will be scheduled. Where this is the case, the result of the first race will set the grid for the second race. Competitors will be informed which of these options is to be used by way of Supplementary Regulations / Final Instructions.

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 and/or driving are considered to be unsatisfactory - as per MSA Regulation Q12.6.1

3.5 Races:

The standard minimum scheduled race distance shall be 20minutes but should any race distance 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 Race Starts:

3.6.1 All race start countdowns are to have a minimum elapsed period of 5 minutes from the time that 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:

Standing Starts:

2 minutes to start of Green Flag/Pace 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/Pace 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 the pits on the 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 the pitlane exit, whichever is the later.
- 3.6.5 Any drivers unable to start the Green Flag Lap or Race Start are required to indicate their situation as per MSA Regulation Q12.13.2. and any drivers unable to maintain their 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 5 second board will be used to indicate that the grid is complete. The red lights will be switched on 5 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 Qualifying / 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 practice or race must be represented to the Scrutineers before continuing in practice or race.

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 or lanes 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 pitlanes.
- 3.9.3 **Refuelling:** May only be carried out in accordance with MSA Regulation Q13, Circuit Management Regulations and the SR's or Final Instructions issued for each Circuit/Meeting.

3.10 Race Finishes: After taking the Chequered Flag drivers are required to:

Progressively and safely slow down, remain behind any competitors ahead of them, return to the Pitlane Entrance/Paddock Entrance as instructed, comply with any directions given by Marshals or Officials and keep the helmets on and harnesses done up while on the circuit or in the pitlane. Competitors shall at all times respect any Rules relating to Parc Ferme.

3.11 Results:

All Practice Timesheets, Grids, Race Results are to be deemed PROVISIONAL until all vehicles are released by 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 Electronic Self Identification Modules (Transponder) to their cars 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.
- 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:

There is no provision for the use of a Safety Car in any race forming a round of this Championship

4. CHAMPIONSHIP 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 Regulation C3.3.

4.1.2 Arising from post race Scrutineering or Judicial Action:
Minimum Penalty: The provisions of MSA Regulation C3.5.1. (a) and (b).

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

4.1.3 Additional specific championship penalties: At the discretion of the Stewards of the Championship

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

As per 2010 MSA Judicial Procedure Regulations.

2010 BARC CLASSIC CLUBMANS CHAMPIONSHIP

5. TECHNICAL REGULATIONS – All Classes

5.1 INTRODUCTION:

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 do not clearly specify that you can do it then you must work on the principle that you cannot.

5.2 GENERAL DESCRIPTION:

5.2.1.1 The 2010 BARC Classic Clubmans Championship is for competitors participating in Non-standard sports racing cars constructed to the following Regulations. They must either be:

5.2.1.2 Open two seat front-engined Clubmans sports racing cars with cycle type front mudguards which were manufactured and raced before 31/12/1980

5.2.1.3 Front and rear-engined Classic Formula 1300 cars.

5.2.2 CLASS STRUCTURE:

Class A: Pre '81 Chassis with 1700cc Ford X-Flow full race engine

Class B: Pre '81 Chassis with 1600cc Formula Ford X-Flow full race engine

Class C: Pre '71 Chassis with 1600cc Ford pre X-Flow full race engine

Class D: Formula 1300 Cars with 1300cc ford X-Flow full race engine

Class E: Invitation Class for Clubmans (Type) Cars, that will be allowed to race only at the specific invitation of the Classic Clubmans Standing Committee of the Clubmans Register.

**NOTE: All vehicles must comply with the general regulations in sections 5.3 to 5.4
Regulations pertaining to Classes A, B & C are contained in sections 5.5 to 5.17
Regulations pertaining to Class D are contained in section 5.18
Regulations pertaining to Class E are contained in section 5.19**

5.2.3 Doubts as to the eligibility of any vehicle or individual component must be clarified in writing by the Classic Clubmans Technical Group via the Eligibility Scrutineer

5.3 SAFETY REQUIREMENTS:

5.3.1 The following articles of 2010 MSA Section K Safety Criteria Regulations apply:

(Safety roll-over structures) K1.5.1, K1.6.4(b), K1.6.6, K1.7.

(Seat belts) K2.1.2 Mandatory K2.1.3 advisory).

(Fire extinguishers) K3. NOTE: 'Large plumbed-in is mandatory),

Red warning light K5..

Tank fillers vents and caps K6.

Crushable structures (see item 5.3.5 below) K7.

External circuit breaker K8.

Drive shaft restraint K12.

Head restraint K13.

General safety recommendations K14

- 5.3.2 In addition, all competitors are reminded that their personal equipment must comply with the provisions of K9 and K14.3 in respect of Overalls, K10 in respect of Crash helmets and of Goggles / visors.
- 5.3.3 Providing all safety regulations are complied with, the petrol tank, oil tank, battery and fire extinguisher may be located in the passenger space (see item 5.5.3 below)
- 5.3.4 Competitors should respect the possibility of side-impact during competition. Accordingly competitors in the Championship should make provision for adequate driver's side-impact protection on the driver's side of the chassis in the area that stretches between the rear of the driver's torso and the leading edge of the pedals at maximum depression ("the zone"). The material is free provided that it conforms with these Regulations. Any side-impact structure fitted to the zone must be securely affixed but may not be bonded or riveted direct to chassis rails. It may be bolted direct to chassis rails or bolted or riveted to other driver's side chassis panelling in conformity with these Regulations. Consideration should be given to the potential desirability of side-impact protection being afforded by a progressively deformable non-inflammable and/or non-toxic structure throughout the zone.
- 5.3.5 No fluids may pass through the chassis tubes in space frame vehicles (MSA J5.20.12)
- 5.3.6 Classic Clubmans cars may be updated with forward facing rollover bar supports, dash hoops and crushable structures as 5.3.4. With regard to the fitting of crushable structures (5.3.4.), exemptions will be made for cars where separate rear mudguards are used, if the following alternative is adopted: The chassis rails from the pedal box to the rear of the seat area should be double skinned, at least one skin being a minimum of 16SWG and filled with foam as 5.3.4.
- 5.3.7 Removable steering wheels are permitted.
- 5.3.7 It is recommended that modern Formula type mirrors are fitted to improve rear visibility

5.4 GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS:

- 5.4.1 All vehicles must comply with MSA General Technical Regulations and the relevant parts of sections J & K of the MSA Yearbook except where specified below
- 5.4.2 Electronic data logging is not permitted.
- 5.4.3 All engines must have cross-drilled bolts / nuts / studs sufficient to enable the rocker cover and / or cylinder head and sump pan to be wire sealed to the engine block at any time.

5.5 CHASSIS: Classes

- 5.5.1 The chassis may be updated to 31/12/1980 for Classes A & B, and to 31/12/1971 for Class C
- 5.5.2 All cars must have a protective bulkhead of non-flammable material between the engine and the driver / passenger compartment capable of preventing the passage of fluid or flame. Gaps must be sealed with GRP or intumescent putty. Magnesium is prohibited for bulkheads.
- 5.5.3 All cars must have a bulkhead between any fuel tank and filler and the driver / passenger compartment sufficient to prevent the passage of fluid or flame. Where a fuel tank constitutes part of the bulkhead between the passenger and other compartments, an additional bulkhead must be fitted.

- 5.5.4 Chassis tubes may encroach upon the minimum internal cockpit width of 81.28cm (32") providing they only extend diagonally from the body sides and / orX the mandatory safety roll over bar, or if tubes are longitudinally placed for the purpose of creating a division between driver and (notional) passenger space and also for the purpose of supporting a tonneau cover. NOTE: The mandatory roll over bar must at all times *respect* K1.6.4 that is to say that the roll over bar must extend across the entire width of that part of the cockpit occupied by the driver, but may not extend across the width of the entire cockpit including the notional passenger space unless the car was constructed accordingly in period. Respecting K1.6.4 the roll over bar must be effectively mounted and braced to structural members forward and aft of the cockpit. Aluminium alloy roll over bars are prohibited K1.7.
- 5.5.5 The vertical centre line through the steering wheel must be a minimum of 7.62cm (3") behind the centre of the rearmost spark plug hole.
- 5.5.6 The chassis is only to be constructed from steel, aluminium or aluminium alloy.

5.6 BODYWORK:

- 5.6.1 Cars from Classes A & B may run any configuration of bodywork that was available to and used by their specific manufacturer of vehicle up to 31/12/1980. Similarly, cars from Class C may run any configuration of bodywork that was available to and used by their specific manufacturer of vehicle up to 31/12/1971. Cars complying with this rule will be automatically acceptable.
- 5.6.2 Additionally, any car that can be shown to have run a non-standard bodywork configuration that was used by their car within the relevant periods as defined above will also be acceptable but it will be the owners responsibility to present such proof to the Championship Technical Officer.
- 5.6.3 Cars from Classes A, B & C may also be permitted to run other alternative bodywork configurations that do not comply with 5.6.1 or 5.6.2. However, dispensation for this must be obtained on an individual vehicle basis. To be considered for a dispensation, the alternative bodywork must comply with the image and style of a pre 1981 Clubmans Sports Racing Car and it must not be considered to provide a performance advantage over an original bodywork format. It is the responsibility of the competitor to apply for dispensation from the Championship Committee via the Championship Technical Officer whose decision on any issue of bodywork eligibility is final.
- 5.6.4 No carbon fibre or Kevlar is permitted in any bodywork structure with the exceptions only of:
- a flywheel scatter shield mounted as an addition to non-carbon fibre non-kevlar internal panelling
 - seat
 - propshaft tunnel
 - other detachable non-structural driver protection conforming with Regulation 5.3.4 in flat sheet form securely affixed to, but easily removable from, the faces of vertical chassis sides
 - fuel tank protection
- 5.6.5 No under car venturis of any type are allowed. Multi element rear wings are not permitted unless used as original period fitment. Aerofoil sections must be of period type.
- 5.6.6 The vehicle must be fitted with:
- (a) cycle type front mudguards conforming to 5.6.7 and which must be a distinctly separate component from the rest of the bodywork. There must be a gap between these mudguards and the rest of the body of not less than 5cm (2") when the steering is central, and be equipped on all wheels with mudguards which present no sharp edges and cover the width of the tyre in contact with the road surface around an arc of not less than 120° and no more than 180°.

b) either cycle type rear mudguards conforming to 5.6.6 (a) or

(c) bodywork covering in plan view but not enclosing the rear wheels and conforming to 5.6.1 - 5.6.4 and 5.6.7, 5.6.9 and 5.6.12 in accordance with original period type/use.

5.6.7 The minimum covering of wheels provided by 5.6.6 must be:

a) achieved with a continuous surface of rigid material uninterrupted by any gaps, holes, slots or vents and

b) Extend forward of the axle line and

c) Extend downward behind the rear wheel to at least 7.5cm (3") above the axle line

5.6.8 The front and rear mudguards may be mounted on unsprung parts of the car

5.6.9 For Classes A & B the maximum height of the bodywork, with the driver aboard, including aerofoils but excluding the safety roll over bar, must not exceed 110cm (43.3") measured vertically from the ground. For Class C there is no such requirement.

5.6.10 For Classes A & B the rear aerofoils must not exceed in width the outer faces of the rear wheel rims. No rear aerofoils are permitted in Class C.

5.6.11 For Classes A & B the width of the coach work ahead of the front wheels must not exceed the width of the outer faces of the front wheel rims when the steering is central. No part of the coach work ahead of the front wheels may exceed the height of the front mudguards. For Class C the maximum width must not exceed the width of the centre line of the front wheel rims.

5.6.12 No part of the bodywork including aerofoils shall extend more than 100cm (39.37") behind the rear wheel axis.

5.6.13 All cars must be fitted with a detachable bonnet which must cover and surround all parts of the engine, with the exception of the cylinder head and rocker cover and associated parts such as induction and exhaust.

5.6.14 The floor in the passenger space may be removed to increase cooling to the differential unit.

5.7 ENGINE:

5.7.1 For Classes A, B & C the engine and gearbox must be located in front of the rear axle line and the centre of the rearmost spark plug hole must be not less than 91.44cm (36") in front of the rear axle line.

5.7.2 Engine type - Classes A & C

a) For Class A engines must be up to 1700cc side draught pushrod engines as in period at 31/12/1980.

b) For Class C engines must be up to 1600cc pre-crossflow pushrod engines as in period at 31/12/1971.

5.7.2.1 Crossflow blocks type 711 or AX are allowed.

5.7.2.2 The following restrictions apply:

- a) For Class A maximum bore 83.5mm plus 0.2mm wear allowance. Class C free
- b) For Class A maximum inlet valve 40.3mm - Class C free
- c) Valve stems must be spaced to original specification and remain vertical
- d) Camshaft – maximum lift at Pushrod must not exceed .295 (7.493mm) – maximum lift at the valve with tappet clearance reduced to zero must not exceed 0.454” (11.53mm)
N.B. In theory, the 234 Cam will meet the lift requirements, however competitors using this Cam may require some modifications to the Rocker to ensure the lift at the Valve complies.
- e) Rockers must be standard ratio (1.54 : 1) – otherwise free.
- f) Carburetors can be up to 48DCOE with a maximum choke of 38mm - Class C max 36mm
- g) No titanium parts can be used other than valve spring retainers
- h) Where electronic ignition is fitted it must be a simple electronic ignition, a single coil and distributor must be used.
- i) A standard diameter steel flywheel and ring gear must be used
- j) 7.1/4 bronze clutches must be used. Carbon clutches are not permitted
- k) No engine management systems are permitted
- l) Forced induction and / or fuel injection are prohibited
- m) Non iron cylinder heads and / or engine blocks are not permitted

5.7.3 Engine type - Class B

For Class B engines must be Formula Ford 1600cc Kent engines to current regulations (save as provided in these Regulations) with the exception of fuel pumps.

5.7.3.1 The following restrictions apply:

- a) A rebores allowance on Kent engines of +0.030” is permitted.
- b) The pistons used in re-bored engines are restricted to use of either Hepolite 18649 or to Hepolite 20552V1 provided they are within the tolerances shown on the Hepolite drawing number 20552/1/2.

5.7.3.2 (a) It is permitted to reduce the weight of the mandatory standard flywheel to a minimum weight of 9kg provided that flywheel minimum tolerances conforming to the drawing available from the Clubmans Register are respected and subject to the provision on demand made by the Championship Technical Officer of a signed dated Certificate of Conformity in respect of tolerances and

(b) The minimum weight of 9kg is inclusive of:

- (1) The entire clutch assembly (driven and cover plate) and
- (2) The clutch assembly mounting bolts and
- (3) The flywheel mounting bolts.

5.8 SUSPENSION:

5.8.1 This regulation has been drafted to ensure compliance with the period spirit of the Championship, and as a core element in respect of performance, it is aimed at ensuring cars do not run configurations which appeared on later post 1980 models, by the process of evolution. It is the intention of the regulations, to outlaw any suspension configurations/systems that were not in use prior to 1981. After 1981, older cars were routinely modified to run with suspension configurations from later models from the same manufacturer. Such modifications are not eligible and suspension pick up points and component dimensions must be to pre 1981 specifications. Specific attention is drawn to the following:

5.8.2 Suspension can only be as fitted up to 31/12/1980 for classes A & B, and up to 31/12/1971 for class C. Later types such as Mumford or TAM are not permitted.

5.8.3 Droop limiting devices are not allowed, e.g. no external suspension restraining devices such as: droop bars, or cables will be allowed, all cars must demonstrate a minimum amount of droop of $\frac{3}{4}$ ". In the event that this has to be checked, then the following will apply:

5.8.3.1 With the car stationary, tyres at race pressures and the car at race ready static ride height (with driver on board). The chassis of the car (front or rear) must be capable of being raised by a minimum of $\frac{3}{4}$ " before the tyre loses contact with the ground. Note this figure includes an allowance for tyre deflection.

5.8.3.2 It is up to the individual competitor to demonstrate their compliance with this rule to the satisfaction of the Eligibility Scrutineer and/or the Championship Technical Officer. It is commonly thought that most cars of the period would have considerably more suspension droop than the minimum prescribed above, and in the "spirit" of the regulations this is what we would expect to be demonstrated in practice.

5.8.4 Shock absorbers must be steel bodied period items. Alloy bodies or separate reservoirs are not permitted.

5.9 TRANSMISSION:

5.9.1 For Classes A, B & C gearboxes must be four speed manual, non sequential units. The main case must be iron. Otherwise gearboxes are free.

5.9.2 Rear axles must conform to original design, i.e. beam, de Dion, independent, otherwise free except with the exception that no limited slip differentials are permitted.

5.10 ELECTRICS

5.10.1 Rear Fog Light - as required by current MSA Regulations

5.11 BRAKES:

5.11.1 Only twin piston calipers of no more than 2" diameter are permitted, these may be manufactured from either iron or alloy no other material is allowed. Carbon brakes and / or pads are not permitted.

5.11.2 Vented disc brakes are not permitted. Slots and / or grooves in the surface of the disc and cross-drilling are permitted.

5.12 WHEELS / STEERING:

5.12.1 Wheels are free for classes A, B & C.

5.13 TYRES:

5.13.1 **Slick Tyres All Classes**

Radial Tyres are not permitted

Avon tyres as permitted in the Clubmans Cup Championship in the period 1.12.2007 – 30. 6. 2008. A11; A26; A56 Avon A24 no softer than A11.

Bridgestone Euro Opel Control tyres, marked YGS, YGT, YEW or YBW

Dunlop Clubmans – marked "Clubmans" this includes 'Supersports' tyres also marked 894

Michelin 110,210

Yokohama Sports 2000, Front 811 or 2284. Rear 810 or 2285.

Hoosier R45.

- 5.13.2 **Wet Tyres** Radial Tyres are not permitted , otherwise free
- 5.13.3 **Limitation on use:** The following limitation on tyre use applies to all classes and competitors except Clubmans Cup invited Class E competitors/cars which must use the tyres currently permitted under Clubmans Cup Championship Regulations:
- 5.13.4 Use no more than 10 new (previously unused) slick and 10 new (previously unused) wet tyres during the Championship (“allocated tyres”).
- 5.13.5 All tyres used by Competitors in the Championship must before first use have been presented to and marked by the Championship Technical Officer (“CTO”) and no car will be allowed to qualify or race on unmarked tyres.
- 5.13.6 Competitors will be allowed to replace any allocated tyres that are damaged or become unuseable through normal racing circumstances but will only be allowed to do so after such tyres have been inspected by the CTO and he has authorised replacement. The Decision of the CTO is Final as an Eligibility Decision of Fact.
- 5.13.7 For 2010 there are no restrictions on the number of marked used or marked pre-worn tyres that Competitors may present for use in the Championship in addition to the allocated tyres except that the CTO will not accept for marking as being ‘used’ or ‘pre-worn’ any tyres that have been merely scrubbed in or are otherwise deemed by the CTO to be presented with minimal wear. The Decision of the CTO is Final as an Eligibility Decision of Fact.
- 5.14 WEIGHTS:** There are no weight limits.
- 5.15 FUEL TANK / FUEL:** Pump fuel which conforms to current MSA definitions must be used.
- 5.16 SILENCING:** Silencers are free for classes A & C but must conform to current MSA requirements (108db). Class B cars must use the standard Formula Ford Kent silencer (108db).
- 5.17 NUMBERS and CHAMPIONSHIP DECALS:**
- 5.17.1 Competition numbers and backgrounds shall be displayed in accordance with the requirements of the Championship Organisers and shall be regulation numbers with number backgrounds conforming to the following colours:
- | | |
|------------------------------------|--|
| Class A: White with black numbers | Class C: Light Blue with black numbers |
| Class B: Yellow with black numbers | Class D: Red with white numbers |

5.18 TECHNICAL REGULATIONS - CLASS D CLASSIC FORMULA 1300cc

5.18.1 DESCRIPTION: Class D

Two-seater open Formula 1300 sportscars manufactured and raced before 31.12. 2000, front or rear-engined, equipped with cycle type front mudguards. All enveloping bodywork is not permitted unless approved by the Classic Clubmans Technical Working Group in writing.

5.18.2 CHASSIS: Class D

5.18.2.1 No restrictions on build or construction, but proprietary rear-engined cars such as Chevron, Lola, March etc are not permitted. Proprietary front-engined cars are restricted to those built and raced before 31.12.1980

5.18.2.2 Chassis may be updated to 31.12.1980 on proprietary front engined cars. No carbon fibre or kevlar is permitted to be used as part of or affixed to any chassis structure save in conformity with 5.18.3.10 below.

5.18.2.3 No under car venturis of any type are allowed. Multi element rear wings are not permitted unless used as original equipment

5.18.3 BODYWORK: Class D

5.18.3.1 There must be only one cockpit space for both driver and passenger, the opening of which must be large enough to accept, with its longest side transversely, a horizontal quadrilateral frame with hinged joints and one side 81.3cm (32") long, two opposite sides 45.7cm (18") and the fourth side 63.5cm (25").

5.18.3.2 In checking the cockpit openings any obstruction caused by bracing members for a roll over bar may be ignored.

5.18.3.3 In addition, it must be possible to drop into the cockpit at right angles to the longitudinal centre line of the car, an inverted U shaped member with legs 76.2cm (30") apart within 76mm (3") of floor level.

5.18.3.4 The passenger space exclusive of seat if fitted, measured at floor level must be at least 27.9cm (11") wide at the rear of the cockpit and at least 91.4cm (36") in length to the front of the footwell which must be at least 15cm (6") wide with a minimum vertical height of 25.4cm (10") over this area.

5.18.3.5 The passenger space must remain clear of any obstruction other than a fire extinguisher and roll over bar brace

5.18.3.6 If a seat structure is incorporated in this space, it must be no higher than 17.8cm (7") above the 91.4cm (36") floor line and at least 12.7cm (5") clear of any structure over any part of the passenger space.

5.18.3.7 Rear aerofoils to the following dimensions are permitted, to the width of the rear bodywork including rear wings of 150cm (59"), whichever is less, chord 40cm (15.7") maximum. Rear overhang including all bodywork must not exceed 85cm (33.5") measured from the centre line of the rear wheels.

5.18.3.8 Aerofoil devices ahead of the front wheels must be below the top of the front wheel rims and not exceed in width the centre line of the front tyres, they must form a continuous part of the bodywork.

5.18.3.9 The maximum height of bodywork with driver aboard including aerofoils but excluding safety roll over bar must not exceed 90cm (35.4") measured vertically from the ground.

- 5.18.3.10 No carbon fibre or Kevlar is permitted in any bodywork structure with the exceptions only of:
- a) a flywheel scatter shield mounted as an addition to non-carbon fibre non-kevlar internal panelling
 - b) seat
 - c) propshaft tunnel
 - d) other detachable non-structural driver protection conforming with Regulation 5.3.5
 - e) flat sheet form securely affixed to, but easily removable from, the faces of vertical chassis sides
 - f) fuel tank protection

5.18.4 ENGINE: Class D

5.18.4.1 Engine type - Class D

Engines must be Ford 1300cc pushrod OHV of British manufacture

5.18.4.2 The following restrictions apply:

- a) The crankshaft must be cast iron
- b) A Ford cast iron five bearing block must be used
- c) Bores must not exceed 82.7mm (81mm original bore + 1.5mm rebore allowance + 0.2mm wear allowance)
- d) Swept volume must not exceed 1354cc measured at the point of maximum ring travel
- e) All five main bearings must be used with standard main bearing caps
- f) Connecting rods are free provided they are made of ferrous metal
- g) A standard Ford iron cylinder head must be used
- h) Ports and combustion chambers may be modified by the removal of material
- i) Ports must remain in their original position in the side of the head.
- j) There must be no more than two valves per cylinder and these must remain in parallel with each other and the centre line of the bores in all planes.
- k) The camshaft is free, but must remain in the manufacturers original position, be manufactured from cast iron, retain chain drive and be the sole means of operating the push rods and valves.

5.18.4.3 The following modifications are prohibited:

- a) No material may be added to the crankshaft other than for the reclaiming of damaged bearing surfaces.
- b) Crankshaft stroke must not exceed 63.0mm
- c) The addition of material to the cylinder head in any form other than replacement of valve seats or guides is prohibited
- d) Down draft cylinder heads are prohibited
- e) Push rods made from, or using elements of carbon or titanium are prohibited

5.18.4.4 Engine location is free

5.18.4.5 Oil and liquid cooling systems are free provided the radiators are within the overall periphery of the vehicle

5.18.4.6 Induction systems may be of the following two options, but forced induction, fuel injection and external side throttles are prohibited

- a) Inlet manifolds are free
- b) Carburation may be either twin Weber 40DCOE or twin Dellorto 40DHLA carburettors and the following must remain as standard to those carburettors
 - i) The bore of the carburettor immediately down stream of the carburettor butterfly must not exceed 40.1mm

- ii) The throttle butterflies must be retained and their position in the body of the carburettor may not be changed
 - iii) Main venturis up to 34mm may be used and their position in the carburettor may not be modified. (Note that standard 34mm venturis usually exceed the stated size - the use of smaller venturis opened out to the maximum size is recommended)
 - iv) Standard Weber and Dellorto auxiliary venturis must be used and their position in the carburettor body relative to the main venturis may not be modified. Any standard size of auxiliary venturi is permitted
 - v) Slide throttles (in any position) are prohibited
- c) Alternatively, engines may have a single restrictor of maximum bore 34mm, fitted between the carburettor and the inlet manifold. If removable the carburettor choke may form the restrictor, but no allowance will be made for jet carriers etc.

5.18.5 SUSPENSION: Class D

Shock absorbers with separate reservoirs are not permitted. Suspension can only be fitted up to 31.12.80 on proprietary front engined cars. Later types, such as Mumford or Tam are not permitted.

5.18.6 TRANSMISSION: Class D

5.18.6.1 The gearbox must include an operable reverse gear, capable of being engaged by the driver whilst normally seated in the car and must also contain no more than four forward gears

5.18.6.2 Gearboxes and transaxles with rapidly interchangeable ratios are permitted subject to a declaration at the beginning of each season of the ratios to be used throughout the season

5.18.6.3 One change of each ratio will be permitted during the season providing a declaration in writing is made prior to competing, to the F1300 Class Drivers Representative, who will be responsible for verifying that competitors are observing this regulation

5.18.6.4 Automatic transmission, torque biasing or limited slip differentials, non standard magnesium alloy bell housings, gearbox casings or tail shaft housings are prohibited

5.18.7 ELECTRICS: Class D

5.18.7.1 A starter and battery are mandatory. No further electrical equipment required

5.18.7.2 Electronic data logging is not permitted

5.18.8 BRAKES: Class D

Only twin piston calipers of no more than 2" diameter are permitted, these may be manufactured from either iron or alloy no other material is allowed. Carbon brakes and / or pads are not permitted..

5.18.9 TYRES: Class D

5.18.9.1 **Slick Tyres:** As 5.13.1

5.18.9.2 **Wet Tyres:** As 5.13.1

5.18.10 **WEIGHTS: Class D** There are no weight limits

5.18.11 **FUEL: Class D** Pump fuel which conforms to MSA definitions must be used

5.18.12 SILENCING: Class D

Silencing must conform to current MSA requirements

5.18 TECHNICAL REGULATIONS – CLASS E – INVITATION CLASS

- 5.19.1 The Invitation Class is only open to cars by specific invitation of the Classic Clubmans Committee of the Clubmans Register.
- 5.19.2 Vehicles in this class may be required to comply with any or all of the technical regulations relating to the other Classes within the Championship save and except where the invited cars are those currently competing in the BARC Dunlop Clubmans Cup. Such specific requirements will be communicated at the time of invitation.
- 5.19.3 In all other respects cars will be required to comply with any general regulations relating to safety as defined within the various sections of these regulations and they will have to comply with any regulations pertaining to the Championship that the cars would normally compete in. Save in the circumstances where 5.19.2 applies.
- 5.19.4 Any cars competing in this Class will not be required to be registered for the Classic Clubmans Championship and will not score any points in the Championship.

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 RACE ORGANISING CLUBS AND CONTACTS

6.1.1 The British Automobile Racing Club Limited
Thruxton Circuit
Andover
Hampshire SP11 8PN
Tel: 01264 882200 Fax: 01264 882233
E mail: nbush@barc.net

Classic Clubmans Standing Committee

David Childs
Solway Cottage
Port Carlisle
Cumbria
CA5 5BU
Tel: 01697 351208 (1 May to 30 September)

From 1 October to 30 April contact:

Gavin Childs on 01536 501240 (H) 07704 564029 (B)
gavin@racingchilds.co.uk

Ian Mitchell
Chilfrome Cottage
Chilfrome
Dorchester
Dorset
DT2 0HA
Tel :01300 320239 E mail: ian@chilfrome.wanadoo.co.uk

Clubmans Register Formula 1300 Representative

Cliff Robertson
23 Naseby Rise
Newbury
Berks RG14 2SF
Tel: 01635 49899 E mail: cliffandanne@clara.co.uk

Chairman - Clubmans Register

Jamie Champkin
Little Moat House
Abbots Salford
Nr Evesham
WR11 8UT
E mail: jamie@champkin.co.uk

Drivers Representatives

David Childs - 01697 351208 (H)

Jamie Champkin - 01386 871287 (B) 01386 871788 (H)

Eligibility Scrutineer and Technical Officer

Mike Wright

7 Torfrida Drive

Bourne, Lincolnshire PE10 9QF

Tel: 01778 422252

6.2 COMMERCIAL UNDERTAKINGS

- 6.2.1 The intention of this championship is to re-create the 'golden years' of Clubmans racing with cars prepared with due consideration to period detail and historical accuracy. General preparation should be to the highest possible standard to match those expected by the Clubmans Register
- 6.2.2 Cars are required to be registered on official Clubmans Register Classic Clubmans Identity Papers, these must be supplied with any requisite authenticating information and photographs to the Classic Clubmans Technical Officer, to whom all questions on eligibility should be addressed. Any points scored by an un-registered vehicle will be considered provisional until that vehicle has been approved and registered. This process must be completed within three races from the first race appearance of that vehicle for the points to be confirmed.

SIGNATURE OF DRIVER: _____

PREVIOUS RACING EXPERIENCE OF DRIVER: _____

.....

TO BE COMPLETED BY ALL APPLICANTS:

I wish to register for the **2010 BARC CLASSIC CLUBMANS 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 as detailed below.

SIGNED: _____ DATE: _____

ONCE FULLY COMPLETED THIS FORM SHOULD BE RETURNED TO:

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

PRIOR TO THE FIRST RACE ENTERED

.....

FOR OFFICIAL USE ONLY
REGISTRATION FEE FREE
DATE RECEIVED:.....
DATE REGISTRATION CARD SENT:.....
COMPETITION NUMBER ALLOCATED:.....



BARC CLASSIC CLUBMANS CHAMPIONSHIP

OFFICIAL BULLETIN #01

ISSUED BY BARC – 3rd FEBRUARY 2010

AMENDMENT TO 2010 REGULATIONS

The following amendments, to correct a misprint, are made to the 2010 Championship Regulations (changes highlighted)

1.5 Championship Rounds:

The 2010 BARC Classic Clubmans Championship will be run over **11** rounds as follows:

Round:	Date:	Circuit:	Organising Club:
1	27 March 2010	Oulton Park	BARC (NW)
2 / 3	17-18 April 2010	Croft	BARC
4	16 May 2010	Cadwell Park	BARC
5 / 6	05-06 June 2010	Brands Hatch	BARC
7	20 June 2010	Castle Combe	CCRC
8 / 9	31 Jul – 01 Aug 2010	Snetterton	BARC
10	11-12 September 2010	Rockingham	BARC
11	03 October 2010	Mallory Park	BARC

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Nicola Bush
Championship 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