

2010 BERNARD BAXTER ENGINEERING / URS CLASSIC FORMULA FORD CHAMPIONSHIP

1. SPORTING REGULATIONS - GENERAL

1.1 Title & Jurisdiction:

The 2010 BERNARD BAXTER ENGINEERING / URS CLASSIC FORMULA FORD 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: **CHR2010 / 042**

Race Status: **National B**

MSA Championship Grade: **C**

1.2 Officials:

1.2.1	Co-ordinator:	Nicola Bush	BARC
1.2.2	Driver Representative:	Andy Hodson	CFFR
1.2.2	Licenced Eligibility Scrutineer:	Paul Crighton	BARC
1.2.3	Championship Stewards:	Dale Wells	BARC
		Rick Smith	BARC
		Bill Coombs	BARC
		Robin Knight	750MC

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 must be fully paid up valid 'racing membership' card holding members of the **BARC**, be Registered for the Championship and be in possession of valid MSA Competition (Racing) National B Licence minimum.
- 1.3.3 All necessary documentation must be presented for checking at all rounds when signing-on.
- 1.3.4 Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout qualifying and racing.

1.4 Registration:

- 1.4.1 All drivers must register as competitors for the championship by returning the attached Registration Form to the Co-ordinator prior to the Final Closing date for the first round being entered. Championship points will only be awarded to competitors who have fully complied with this regulation.
- 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 The Registration Fee is: **£10.00 - payable to: BARC Ltd**
- 1.4.4 Registrations will be accepted from 1st January 2010 (or when on-line registrations go 'live') until further notice.
- 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 Championship Co-ordinator and these will be issued strictly on receipt of a fully completed registration form and registration fee.

- 1.4.6 Official Championship Registration Cards will be issued by the BARC only on receipt of the Attached Registration Form.

1.5 Championship Rounds:

The 2010 UNIVERSAL RACING SERVICES CLASSIC FF1600 CHAMPIONSHIP will be contested over **10** Rounds as follows:

Round:	Date:	Circuit:	Organising Club:
1 / 2	17-18 April 2010	Croft	BARC
3	16 May 2010	Cadwell Park	BARC
4	05-06 June 2010	Brands Hatch	BARC
5 / 6	31 July – 01 August 2010	Snetterton	BARC
7 / 8	14-15 August 2010	Pembrey	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, 7, 6, 5, 4, 3, 2, 1, 1**, plus **1** for pole position and **1** for fastest lap, subject to there being a minimum of 4 starters in each class.
- 1.6.1.1 Should there be less than the above minimum the points awarded will be as follows:
3 starters per class: **6, 5, 4** 2 starters per class: **4, 3** 1 starter: **1**
- 1.6.2 In addition, every car registering a qualifying time or being given a place on the grid will be awarded 1 extra point
- 1.6.3 The totals from all qualifying rounds less **1** will determine final championship points and positions unless MSA Regulation **C.3.5.1** penalties have been applied..
- 1.6.4 Ties shall be resolved using the formula in Regulation **Q3.4.** of the 2010 MSA Yearbook.

1.7 Awards:

- 1.7.1 All Trophies are to be provided by Universal Racing Services
- 1.7.2 Per Round: Comemorative Awards to Winner, 2nd and 3rd in each class
- 1.7.3 Championship: Trophy to each Class Winner

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

- 1.7.4 Bonuses: None
- 1.7.5 Presentations:
Commemorative Awards and / or Trophies are to be provided for presentation at the end of each race or at an end of the meeting presentation ceremony. Prizemoney and Bonuses shall be posted to the Entrants within 28 days of the results being declared final after each round.
- 1.7.6 Entertainment Tax Liability: Not Applicable.
- 1.7.7 Title to all Trophies:
In the event of any Provisional Results or Championship Tables being revised after any provisional presentations and such revisions affect the distribution of any awards the Competitors concerned must return such awards to the BARC in good condition within 7 days.

2. SPORTING REGULATIONS - JUDICIAL PROCEDURES

- 2.1 Rounds:** In accordance with **Section C** of the 2010 MSA Yearbook and these 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, in accordance with MSA Regulation **D25.1.12**.
- 3.1.4 The Maximum Entry Fee for each round shall be: As advised in the SR's for each event
- 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 will practice and replace withdrawn or retired entries Reserve Number order irrespective of class. If Reserves are given Grid Places prior to issue of the first Grid Sheets for any round the times set in Practice shall determine their grid positions. If Reserves are given places after publication of the grid sheet and prior to cars being collected in 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. Where practical and possible qualifying sessions shall be a minimum of 15 minutes duration at all Championship rounds..
- 3.3.2. Should any Qualifying Session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session to achieve the championship criteria and the decision of the Clerk of the Course shall be final.
- 3.3.3. Should the need arise to stop a qualifying session, RED LIGHTS will be displayed at the startline and RED FLAGS will be displayed at all flag points around the circuit. All drivers are required to cease circulating at racing speeds, to slow to a safe and reasonable pace and return to the PITLANE.
- 3.3.4 For races marked (D/Header) in section 1.5., where it is planned to hold two championship races, there shall normally be two 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 fastest lap set in qualifying will set the grid position for race one. The second fastest time set in the same qualifying session will set the grid position for race two. 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 Q.4.5. 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 Regulation Q4.5.

3.5 Races:

The standard minimum scheduled distance shall be 16 miles whenever practicable 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 full points scoring round.

3.6 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:

Standing Starts:-

3 minutes to start of Green Flag/Pace Lap - Close Pitlane Exit.

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.

3.6.2.1. At certain meetings the countdown procedures may commence at the 1 minute point. Competitors will be advised of this in Final Instructions for the event concerned.

3.6.3 At certain meetings the countdown and race start procedure may commence at the one minute signal, with no team personnel allowed on the grid, and may not necessarily involve a green flag lap. Competitors are advised to check carefully Supplementary Regulations/Entry Forms and Final Instructions for individual race meetings for details of variations to the start procedures.

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 / Pace 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 re-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 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 the MSA Regulations **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 Pit Lane Entrance/Paddock Entrance as instructed, comply with any directions given by Marshals or Officials and to keep the helmets on and harnesses done up while on the circuit or in the pitlane.

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 (Transponders) to their cars (**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.
- 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 event forming part 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 Regulations: C3.3.
- 4.1.2 Arising from post race Scrutineering or Judicial Action:
Minimum Penalty: The provisions of MSA Regulations: C3.5.1. (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 Regulation C3.5.1. (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 BERNARD BAXTER ENGINEERING / URS CLASSIC FORMULA FORD CHAMPIONSHIP

5. TECHNICAL REGULATIONS

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 you should work on the principle that you cannot. Competitors are advised to read MSA Regulation sections B Nomenclature & Definitions, J., K., L., & Q. Competitors are also strongly advised to read the current FF1600 Technical Regulations issued by the Ford Motor Co. These regulations can be accessed in .pdf format via the internet on www.formulaford.info/technical Alternatively, a hard copy can be obtained on application to the BARC.

5.2 General Description:

The 2010 BBE / URS CLASSIC FF CHAMPIONSHIP is for Competitors participating in Formula Ford 1600 Single Seat Racing cars built as:

Class A – Cars built between January 1st 1974 and 31st December 1981 inclusive

Class B – Cars built before January 1st 1974

which will all comply with MSA Technical Regulations in force for the year of manufacture and any subsequently issued and applicable MSA Safety Regulations published in period MSA yearbooks and bulletins.

5.3 Safety Requirements:

The following Articles of MSA Section K Safety Criteria Regulations will apply:

K1.5, K1.6.3, K4, K1.7, K2.1.3, K3.1.2(a), K4, K5, K6, K7.4, K8, K9, & K13.

5.4 General Technical Requirements & Exceptions:

Cars registered for this championship must comply with MSA Technical Regulations in force at the time of manufacture. Cars may not be updated in any way, other than to comply with current MSA safety and silencing requirements. For Class A cars the chassis specification must remain fundamentally unaltered from original manufacture. Wheelbase, track and pick up points must remain to manufacturers specification.

For Class A and Class B cars the following modifications are permitted:

- a) Any modification of which the primary purpose is driver safety or comfort.
- b) Bodywork is free within FF1600 dimensions
- c) Coil springs, shock absorbers, anti-roll bars and steering racks are free providing they fit to the same original locations.
- d) Wheel off-sets may be varied to alter track dimensions by a maximum of 3in.
- e) Make and type of drive shafts is free.
- f) The number, type and location of radiators is free.

The above are reproduced from previous MSA Blue Books and appeared as regulations numbered J.27.2 and J.27.3, plus J.27.3.1, J.27.3.2, J.27.3.3, J.27.3.4, J.27.3.6, and J.27.3.7

5.7 Engine:

5.7.1 Permitted Modifications:

It is permitted to re-bore the engine to a maximum of +0.020" and standard Ford type aftermarket +0.020" cast pistons are allowed

5.13 Tyres: Any Avon or Dunlop Tyre that has been approved by the MSA for use on Formula Ford 1600 vehicles.

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

5.14 Weights:

MINIMUM WEIGHT LIMIT: As per the current Formula Ford Regulations issued by Ford Motor Company. In addition the minimum weight of car plus driver, at any time during competition shall be 500kg.

5.16 Silencing:

The mandatory silencer for the formula will be Ford Part No. 9095317 and silencers must be maintained to comply with the section "A" provisions of Regulation J5.17 at all times.

5.17 Numbers/Decals:

All cars must be identified by MSA Regulation J4.1. compliant specification numbers displayed in positions acceptable to the Timekeepers.

To be eligible to score points in this Championship all vehicles must carry: a) either a BARC Shield on each side in an unobscured position when viewed from a direct side elevation (assuming decals are available at the meeting signing-on) and: b) any supplied sponsors decals. Failure to have these in place at scrutineering will render the car ineligible.

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 Club and Contacts:

BARC
Thrupton Circuit, Andover, Hampshire SP11 8PN
Tel: 01264 882200 Fax: 01264 882233

Co-Ordinator: Nicola Bush, BARC, Thrupton Circuit, Andover, Hampshire SP11 8PN
Tel: 01264 882200 Fax: 01264 882233
E mail: nbush@barc.net

Eligibility Scrutineer: Paul Crighton, 4 Friars Gate Close, Woodford Green, Essex IG8 0SG
Tel: 0208 506 0270

Classic Formula Ford
Register Coordinator : Andy Hodson, 3 Waller Road, Beaconsfield, Bucks. HP9 2HD.
Tel: 01494 673921. www.classicformulaford.com

6.2 Membership:

All drivers must be members of the **Classic Formula Ford Register**.

2010 BERNARD BAXTER ENGINEERING / URS CLASSIC FORMULA FORD CHAMPIONSHIP

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: _____ MODEL: _____

CLASS ENTERED: A ('74 - '81) B (Pre '74)

NOTE: Change of class letter – PLEASE ensure registration class request is correct

PREFERRED COMPETITION NUMBER: _____

PLEASE COMPLETE REVERSE OF THIS 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 BBE / URS CLASSIC FORMULA FORD 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 WITH THE REGISTRATION FEE TO:

B.A.R.C. Ltd., Thruxton Circuit, Andover, Hampshire SP11 8PN.

PRIOR TO THE FIRST RACE ENTERED

FOR OFFICIAL USE ONLY
REGISTRATION FEE - £10.00
DATE RECEIVED:.....
DATE REGISTRATION CARD SENT:.....
COMPETITION NUMBER ALLOCATED:.....



**2010 BERNARD BAXTER ENGINEERING / URS
CLASSIC FORMULA FORD CHAMPIONSHIP**

**OFFICIAL BULLETIN #01
ISSUED BY BARC – 12th APRIL 2010**

AMENDMENT TO 2010 REGULATIONS

Add:

- 1.3.5 At the discretion of the BARC, a guest driver may compete in any event in this championship without the need to comply with the full registration and membership requirements of 1.3.2 and 1.4.3. Exceptionally, regulation 1.3.4 concerning eligibility must be complied with at all times. Such guest drivers will not score points in the championship. Should a guest driver wish to compete a second event, regulations 1.3.2 and 1.4.3 will be applied but no championship points will be added retrospectively.

.....
Nicola Bush
Championship Co-ordinator

The British Automobile Racing Club Limited

Thrupton 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

