

2010 BARC DUNLOP CLUBMANS CUP

0. PREAMBLE

The BARC Dunlop Clubmans Cup is the current manifestation of a race championship that one way and another is in its 45th year....The racing is close and clean and very fast, with the current average lap record speed at 92 mph. Some circuits see the top 10 with average lap speeds in excess of 100 mph.

In 2010 The BARC Dunlop Clubmans Cup Championship 'returns to its roots' by having 2 classes - 'Proto' and the pre-existing 'Cup'- and which sees the new Proto class as an enhanced permitted development specification with its own roots in the continuing Cup class. In other words the new class is a logical evolution permitting the adoption of certain current technologies.

Core to the Proto class is:

- A Clubmans-DVA specification engine utilising the proven K engine taken to 1800cc with crank and rods and using Omega pistons, specified ported and valved cylinder head, cams, throttle bodies and induction system and class specific sealed ECU. It is permitted to use a specified lightened flywheel but is not mandatory and twin plate racing clutches are permitted. These 'new' engines will still be sealed as with the Cup class engine and have to be supplied by the Clubmans Register via specified engine builders.
- A 5 speed gearbox with free means of operation -in other words H pattern or sequential and paddle shift permitted

The Clubmans Register is the Driver's Club and the Championship is organised and administered for the Register by BARC. The 2 Clubs have a very close working relationship. To compete you have to be a racing member of both Clubs.

Despite the existence of the new Proto Class, all the cars should be considered as prototypes, because innovation within the regulations is welcomed, and there is considerable freedom in key areas. That said, the essence of the series is very fast but cost effective racing, hence certain materials are banned and others are limited as to use. There are at least 3 cars racing that were designed and built by the driver. The cars are described as non standard (front engine) sports racing cars; but in reality the technical regulations are unique and they can only be described as what they are: Clubmans cars. The chassis must be of steel or alloy space frame construction and the bodywork can be of virtually any wet lay-up material; most use either glassfibre or Kevlar and which must either run all enveloping bodywork or cycle type front mudguards with covered but not enclosed rear wheels. All cars run rear aerofoils and aerodynamics play a key part in performance in each class. There is a car-alone minimum weight limit of 420kgs.

All cars must be front-engined and rear wheel drive. You have to use the Clubmans 1600 engine and you can only get that in sealed form from the Register or from a member selling an engine supplied by the Register to a Member. Only 2 people are authorised to work on the engines. Support is provided at races for engine matters. The Cup class permits only a 4 forward speed and 1 reverse ratio gearbox or a specified Elite Racing Transmissions 4 forward speed and 1 reverse ratio sequential gearbox. Most Cup class competitors use a Ford single or 3 rail H pattern 'box and a number have Quaife internals or other dog-engaged gears. The Cup Class silencer also has to be obtained through the Register

You must run tyres authorised by the Register and which are Dunlop Clubmans specification Slicks and Wets of a prescribed compound and sizes and which must be obtained from Dunlop Tyres or HP Tyres at Daventry or other (intermediate) suppliers authorised by Dunlop. 2.5 sets of slicks should see a season through, some use only one set, others more. HP Tyres attend some but not all races.

The Championship is a very happy place to race, with a good social atmosphere in the paddock at all races, with family and friends providing most of the support to drivers who also help each other. To ensure that everything remains within this approach to our racing we do have a Driving Standards Officer -who is a very experienced racing driver- and that system operates independently of the Judicial structure of the Sport but dovetails with it. In other words IF YOUR DRIVING 'LEAVES SOMETHING TO BE DESIRED, you might not be dealt with by the Clerk of the Course but you may end up before the 'DSO'! As a condition of joining the Register, all drivers sign up to a driving standards code of conduct and which is very similar to that found in other Championships such as Sports 2000.

There are currently 5 commercial manufacturers of chassis/cars: the GEM by Glenn and Daniel Eagling; Mallock which are numerically the greatest and who essentially enabled the Championship to come into being; Nemesis by Paul Gibson a long-time Clubmans designer/builder and multiple Champion; Phantom (now made in Sweden) and Xero manufactured by Xero Competition who have run cars in the British GT and Touring Car Championships.

Prices for new cars vary, from about £35000 for the latest Mallock 35B with Synergy bodywork through about £28-30,000 for a GEM, £21-23000 for a new Phantom to about £17000 for a Xero. All have very different approaches and designs. All prices referred to are approximate and without engine and gearbox and with a single set of wheels. As with anything much depends on your chosen specification.

www.clubmans-register.com

2010 BARC DUNLOP CLUBMANS CUP

1. SPORTING REGULATIONS - GENERAL

1.1 Title & Jurisdiction:

The 2010 BARC DUNLOP CLUBMANS CUP is organised and administered by the BARC in conjunction with the BRDC and the Clubmans Register and 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 / 046**

Race Status: **National B**

MSA Championship Grade: **D**

1.2 Officials:

1.2.1	Co-ordinator:	Nicola Bush	BARC
1.2.2	Driver Rep:	Jamie Champkin	CR
1.2.3	Driving Standards Officer	Chris Hart	CR
1.2.4	Licensed Eligibility Scrutineer:	Mike Wright	BARC
1.2.5	Championship Stewards:	Dale Wells Rick Smith John Ward Robin Knight	BARC BARC BRSCC 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 **AND** the Clubmans Register, must be Registered for the Championship and be in possession of valid MSA Competition (Race) National B Licence or higher.
- 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, 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 must register as competitors for the championship by returning the Registration Form to the Co-ordinator prior to the Final Closing date for 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. Each registered driver will be allocated a permanent number for the season by the Championship Co-ordinator in accordance with Regulation 5.17.2 herein and these will be issued strictly on receipt of a fully completed registration form.
- 1.4.5 Championship Registration may be suspended pursuant to Championship Regulations 4.2, 5.14.3 and / or 5.18.2 and / or 5.18.3.

1.5 Championship Rounds:

The 2010 BARC CLUBMANS CUP comprising of Proto and Cup Classes in accordance with these Regulations will be contested over **14** Rounds as follows:

Round:	Date:	Circuit	Organising Club
1 / 2	27 March 2010	Oulton Park	BARC (NW)
3 / 4	17-18 April 2010	Croft	BARC
5 / 6	15-16 May 2010	Pembrey	BARC
7	05-06 June 2010	Brands Hatch	BARC
8	27 June 2010	Thruxton	BARC
9 / 10	31 Jul – 01 Aug 2010	Snetterton	BARC
11 / 12	11-12 September 2010	Rockingham	BARC
13 / 14	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 In each class points will be awarded to Competitors listed as classified finishers in the Final Results as follows:-
30, 24, 20, 18, 16, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1
Plus 1 for fastest race lap and 1 for Pole position.
- 1.6.2 For each Class the Final Championship Classification will be determined by calculating competitors points scored from the total number of Championship races run by the organisers **less 2**.
- 1.6.3 Ties shall be resolved using the formula in Regulation [Q3.4.] of the 2010 MSA Yearbook.
- 1.6.4 A Champion of each Class will be determined in accordance with these Regulations but no overall Champion

1.7 Awards:

- 1.7.1 Commemorative awards are to be provided by the BARC
- 1.7.2 Per Round: Commemorative Award to Winner of each Class provided by BARC plus in separate paddock ceremony Trophies provided by Clubmans Register to Winner, 2nd & 3rd and Driver of the Day in each Class.

1.7.3 Championship: Trophy to winner of each Class.

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.

1.7.4 Bonuses as notified by the Organising Club if any

1.7.5 Presentations:

Commemorative Awards and Trophies are to be provided for presentation at the end of each race or at an end of the meeting presentation ceremony.

1.7.6 Entertainment Tax Liability.

In accordance with current government legislation, the BARC is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen / women.

That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or Eire. This means that, as the organiser, the BARC is required to deduct tax at the relevant rate - currently 23% - from any such payments they may make to non-UK residents.

Under certain circumstances, it may be possible for competitors to enter into an agreement with the Inland Revenue to limit the tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before the payment is due.

For further information contact:- The Inland Revenue, Foreign Entertainers Unit1, Princes Gate, Homer Road, Solihull, West Midlands. B91 3SA. Tel: 0121 712 8601 Fax: 0121 712 8662

1.7.7 Title to all Trophies:

In the event of any Results or Championship Tables being revised (whether as a result of any Judicial procedure or howsoever) after any presentation and where such revisions affect the distribution of any awards the Competitors concerned must return such awards to the BARC and / or the Clubmans Register as appropriate 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 In correct 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 Maximum 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. 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 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 The minimum period of qualifying practice to be provided is to be as specified in the MSA Regulations in respect of the 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 sessions 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., each race shall have a separate qualifying session as per 3.3.1 above unless specifically advised to the contrary.

3.4 Qualification Criteria:

Each driver should complete a minimum of 3 laps practice 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 [Q4.6.]. The Clerk of the Course and/or Stewards of the Meeting shall have the right to exclude any driver whose practice times or driving are considered to be unsatisfactory - as per MSA Regulation [G5.3].

3.5 Races:

Races shall be run over a timed duration of 20 minutes 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 Race Starts:

3.6.1 All race start countdowns are to have a minimum elapsed period of 1 minute from the time all cars are formed 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:-

1 minute to start of Green Flag Lap - Close Pit-lane Exit./Clear Grid.

30 seconds - Visible and audible warning for start of Green Flag Lap.

3.6.3 At the countdown and race start procedure no team personnel are allowed on the grid.

3.6.4 Any cars removed from the grid after the grid is formed 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 Duration:

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 duration 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 duration it shall not usually be re-started (as per Q.5.4.3.). 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:

3.8.1. 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 the pitlane.

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. Competitors and Entrants must at all times respect all Regulations 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(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:

Meeting Organisers may elect to use a Safety Car at their discretion. Where this option is used, Competitors will be informed by way of SR's / Final Instructions and a written copy of the relevant regulations will be made available at signing on.

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 Driving Standards

In the event of a Registered Competitor's driving standards falling below the standards considered to be appropriate to the Championship the Championship Representative shall be entitled in his / her discretion to:

- 4.2.1 Require the Organiser through the Championship Co-ordinator to forthwith suspend the Championship Registration of the relevant competitor in order that the relevant competitor's driving standards be referred by the Championship Co-ordinator to the Championship Stewards for consideration of termination of Championship Registration.
- 4.2.2 Issue a 'yellow card' warning to the relevant competitor and in conjunction with the Organiser place the relevant competitor under observation of the officials of the meeting in any one or more races prior to referring the matter under 4.2.1 above.

4.3 Infringements of non-technical MSA Regulations and the Sporting Regulations issued for the Championship:

Save as provided in these Regulations as per 2010 MSA Judicial Procedure Regulations.

2010 BARC DUNLOP CLUBMANS CUP

5. TECHNICAL REGULATIONS

5.1 Introduction:

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

5.2. General Description

5.2.1 The 2010 BARC DUNLOP CLUBMANS CUP is for competitors participating in open two-seater front engine non-standard Clubmans sports racing cars complying with these regulations and powered by 1600cc engines in Cup class and 1800cc engines in Proto class complying with Section 5.7 of these Regulations.

5.2.2 Championship eligible cars are divided into 2 classes:

- Proto in accordance with these Regulations
- Cup in accordance with these Regulations

5.2.2 The vehicles must have all wheels covered by either cycle type mudguards or bodywork, in either case complying with these regulations. All enveloping bodywork is permitted only in conformity with sections 5.5.7 to 5.5.9 inclusive and 5.6.9 to 5.6.18 of these regulations.

5.3. Safety Requirements

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

Safety roll-over structures [K 1.5.1, 1.5.2, 1.6.4 (b), 1.6.5, 1.6.6 and 1.7].

Seat belts [K 2.1 all paragraphs] (Minimum requirement: Four Point, Six Point advisory).

Fire extinguishers [K 3 all paragraphs apply]. NOTE: 'Large plumbed-in is mandatory), Red warning light [K 5.1 and 5.2].

Tank fillers vents and caps [K 6].

Crushable structures [K 7.1, 7.3 and 7.4].

External circuit breaker [K 8.1 and 8.3 and 8.5].

Drive shaft restraint [K 12].

Head restraint [K 13].

General safety recommendations [K 14].

5.3.1 Providing all safety regulations are complied with, the petrol tank, oil tank, battery and fire extinguisher may be located in the notional passenger space.

5.3.2 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 as an addition to the chassis and/or chassis panelling of the vehicle must be securely affixed by means of rivets, bolts or bonding to the chassis members/chassis panelling. 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.

5.3.3 No fluids may pass through any chassis tubes in space-frame cars.

5.4. General Technical Requirements & Exceptions:

5.4.1 All vehicles must comply with MSA General Technical Regulations and the relevant parts of sections [J] and [K] of the MSA Yearbook except where specified below

5.4.2 The use of titanium is prohibited.

5.5 Chassis:

5.5.1 The engine and gearbox must be located in front of the rear axle line, and the centre of the rearmost engine spark plug hole must not be less than 91cm (35.8in) in front of the rear axle line.

5.5.2 Chassis tubes may encroach upon the minimum internal cockpit width of 81cm (31.9 in) providing they only extend diagonally from the body sides and/or 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. The minimum internal cockpit width must be respected in both horizontal and vertical planes between the leading edge of the feet of the roll-over hoop and the trailing edge of the rim of the steering wheel. NOTE: the width of the roll-over bar must respect [K 1.6.4 (b)] that is to say that the roll-over bar does not have to (but is permitted to) extend across the width of the notional passenger space contained within the mandatory minimum cockpit dimension BUT IT MUST extend across the entire width of that part of the cockpit occupied by the driver.

5.5.3 The vertical centre line through the steering wheel must be a minimum of 7.65cm (3.0in) behind the centre of the rearmost sparkplug hole.

5.5.4.1 Chassis only to be constructed from steel or aluminium alloy. NOTE: Aluminium alloy roll-over bars are prohibited.

5.5.4.2. It is permitted to fix to the chassis, composite materials including but not exclusively carbon fibre and kevlar, provided that the chassis is in conformity with regulation 5.5.4.1. and that the chassis is able to function as a rolling chassis with engine and gearbox installed but without any permitted composites fixed to it.

5.5.5 Have a protective bulkhead of no-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 putt. Magnesium is prohibited for Bulkheads.

5.5.6 Have bulkhead between any fuel tank and filler and the driver/passenger compartment sufficient to prevent the passage of flame or liquid. Where a fuel tank constitutes part of the bulkhead between the passenger and luggage compartments, an additional bulkhead must be fitted.

5.5.7 It is permissible to affix to the chassis a floor respecting at all times 5.5.4.2.

5.5.8 It is permissible to affix to the chassis, floors extending horizontally from the chassis in order to bridge the gap between front and rear wheels subject to and at all times respecting 5.5.9. Material is free but at all times respecting 5.5.4.2.

5.5.9 Any floor affixed pursuant to 5.5.8 shall not at any point extend in the horizontal plane beyond the outer dimensions proscribed by the notional lines drawn between:

- (a) such point on the ground as shall be represented by the point of contact with the ground of a vertical plumb line dropped from the widest point of the car as measured at the centre-line of the rear axle and

- (b) such point on the ground as shall be represented by the point of contact with the ground of a vertical plumb line dropped from the widest point of the car as measured at the centre-line of the front axle.

5.6. Bodywork:

- 5.6.1 The vehicles must be fitted with cycle-type front mudguards which must be distinctly separate components 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 (2in) 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 120 degrees. This minimum covering must:
- a) be achieved with a continuous surface of rigid material uninterrupted by any gaps, holes, slot, or vents.
 - b) extend forward ahead of the axle line.
 - c) extend downward behind the wheel to at least 7.5cm (3.0 in) above the axle line.
- 5.6.2 The front and rear mudguards may be mounted on unsprung parts of the car.
- 5.6.3 Maximum height of the bodywork, with driver aboard, including Aerofoils but excluding safety roll-over bar, must not exceed 110cm (43.3in) measured from the ground.
- 5.6.4 The rear Aerofoils must not in width exceed the outer faces of the rear wheel rim.
- 5.6.5 Below the horizontal front axle centreline, no part of the bodywork forward of the front axle vertical centreline shall exceed by more than 30mm per side, the width of the outer face of the front wheel rims, when the steering is central. No part of the bodywork forward of the front axle centreline shall exceed the height of the front mudguards.
- 5.6.6 No part of the bodywork shall extend more than 100cm (39.4in) behind the rear wheel axis.
- 5.6.7 Detachable bonnets must be fitted to all cars and 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.
- 5.6.8 The floor in the passenger space may be removed to increase cooling to the differential unit.
- 5.6.9 **The following regulations apply to vehicles running all enveloping bodywork.**
- 5.6.10 Sections 5.5.4.2, 5.5.7, 5.5.8, 5.5.9, 5.6.3., 5.6.4., 5.6.6., and 5.6.8. must be respected at all times.
- 5.6.11 The bodywork must NOT be mounted on un-sprung parts of the car.
- 5.6.12 When viewed in plan, the bodywork must cover the chassis, wheels, tyres, suspension, gearbox, engine and the exhaust ("the primary components"). The exhaust may exit at the side or rear. It is permissible to introduce air inlets, vents, ducts and access holes provided that none of the primary components are visible in plan view.
- 5.6.13 In side elevation:
- a) The whole of the front wheels and tyres must be visible and unobstructed by any bodywork
 - b) The bodywork around the rear wheels and tyres must not cover in excess of 40% of the area of the wheel above the axle centreline.

- 5.6.14 Below the horizontal front axle centreline, no part of the bodywork forward of the front axle vertical centreline shall exceed by more than 30mm per side, the width of the outer face of the front wheel rims, when the steering is central.
- 5.6.15 At all times (the steering central), the bodywork must cover the full width of the tyres throughout a continuous arc of 120° with a continuous surface of rigid material in conformity with Article 5.6.12.
- 5.6.16 While respecting sections 5.2., 5.5.2., and 5.5.5 it is permissible for the bodywork to provide access to the vehicle only by the driver's cockpit. The passenger space must be covered at all times during competition and the use of a separate rigid removable panel is permitted to cover the passenger cockpit but for the avoidance of doubt flexible or fabric 'tonneau' covers are not permitted.
- 5.6.17 At all times the bodywork must be demountable for the purposes of scrutineering and facilitate the inspection of the drivers cockpit and controls including the pedal box.
- 5.6.18 The bodywork must only be constructed of wet lay-up material of any of glass reinforced plastic, kevlar and / or carbon fibre composite materials in any combination thereof.
- 5.7. Engine:**The following engine is permitted: Clubmans 1600 [Cup] or 1800 [Proto] DOHC 'K' Series

PART A -CUP CLASS

- 5.7.1 The proprietary components specified in the build standard below are the only components eligible for use in the BARC Dunlop Clubmans Cup, and must conform with the proprietary specifications and/or drawings for these components.

From time to time it will be necessary to approve alternative equivalent components. Only components approved as alternatives and published in official amendments to these regulations are eligible.

The production engine specified in these regulations is modified and prepared to a uniform specification. Only engines approved by and originally supplied through the Clubmans' Register are eligible for this Championship.

As a sealed engine it is implicit that only parts defined with alternatives can be changed in specification whether protected by seals or not. In all other cases, if it is not allowed in the regulations, the specification cannot be changed and for the avoidance of doubt this includes all engine management sensors and wiring loom which must be fitted and operational as supplied and originally envisaged.

The core of the engine, i.e. those components contained within and including the cam cover, cylinder head, and sump, is supplied sealed by 2 MSA approved seals attached to the cam cover which may only be broken by the series Eligibility Scrutineer or an authorised agent of the Clubmans Register (i.e. Paul Freeman Motor Services or Minister Racing Engines). Only engines carrying 2 unbroken seals are eligible for the Championship. Each registered driver in the Championship is entitled to purchase a maximum of 2 engines. Only those engines purchased by or in the name of a driver may be used in competition by that driver. Engines may be exchanged at any time in accordance with the prevailing price structure. Any engine so purchased or exchanged will become one of the permitted 2 engines.

The Championship Organisers reserve the right to require a driver to exchange an engine for replacement at any time. The engine seal numbers will be recorded against the name of the driver and this will be used to administer the above procedures. Only engines with a full complement of seals will be eligible for exchange.

It is emphasised that the engine sealing is an integral part of the engine eligibility, and must not be damaged or lost.

Core to the Proto class is:

- A 170bhp Clubmans-DVA specification engine utilising the proven 'bottom end' of the 1600 K engine using optional pistons, but specified cylinder head, cams, throttle bodies and induction system and class specific sealed ECU. It is permitted to use a specified lightened flywheel but is not mandatory and twin plate racing clutches are permitted. These 'new' engines will still be sealed as with the Cup class engine and have to be supplied by the Clubmans Register via specified engine builders.
- A 5 speed gearbox with free means of operation -in other words H pattern or sequential and paddle shift permitted

Despite the existence of the new Proto Class, all the cars should be considered as prototypes, because innovation within the regulations is welcomed, and there is considerable freedom in key areas. That said, the essence of the series is very fast but cost effective racing, hence certain materials are banned and others are limited as to use. There are at least 3 cars racing that were designed and built by the driver. The cars are described as non standard (front engine) sports racing cars; but in reality the technical regulations are unique and they can only be described as what they are: Clubmans cars. The chassis must be of steel or alloy space frame construction and the bodywork can be of virtually any wet lay-up material; most use either glassfibre or Kevlar and which must either run all enveloping bodywork or cycle type front mudguards with covered but not enclosed rear wheels. All cars run rear aerofoils and aerodynamics play a key part in performance in each class. There is a car-alone minimum weight limit of 420kgs.

All cars must be front-engined and rear wheel drive. You have to use the Clubmans 1600 engine and you can only get that in sealed form from the Register or from a member selling an engine supplied by the Register to a Member. Only 2 people are authorised to work on the engines. Support is provided at races for engine matters. The Cup class permits only a 4 forward speed and 1 reverse ratio gearbox or a specified Elite Racing Transmissions 4 forward speed and 1 reverse ratio sequential gearbox. Most Cup class competitors use a Ford single or 3 rail H pattern 'box and a number have Quaife internals or other dog-engaged gears. The Cup Class silencer also has to be obtained through the Register

5.7.2 Engine Location: The engine must be mounted fore/aft upright, plus or minus 15 deg

PART B - PROTO CLASS

5.7.3 The proprietary components specified in the build standard below are the only components eligible for use in the BARC Dunlop Clubmans Cup Proto Class and must conform with the proprietary specifications and/or drawings for these components.

From time to time it may be necessary to approve alternative components. Only components approved as alternatives and published in official clarifications and/or amendments to these regulations are eligible.

The engine specified in these regulations is modified and prepared to a uniform specification. Only engines approved by and originally supplied through the Clubmans' Register are eligible for this Championship.

As a sealed engine it is implicit that only parts defined with alternatives can be changed in specification whether protected by seals or not. In all other cases, if it is not allowed in the regulations, the specification cannot be changed and for the avoidance of doubt this includes all engine management sensors and wiring loom which must be fitted and operational as supplied and originally envisaged.

The core of the engine, i.e. those components contained within and between and including all of the cam cover, cylinder head, and sump, together with ECU is supplied sealed by a total of 3 MSA approved seals; 2 attached to the cam cover and 1 attached to the ECU, which may only be broken by the series Eligibility Scrutineer or the authorised agents of the Clubmans Register -Minister Racing Engines or Paul Freeman Motor Services Limited or such other engine builder as may be approved by the Clubmans Register acting through the Championship Licensed Eligibility Scrutineer. Only engines carrying unbroken seals are eligible for the Championship. Each registered driver in the Championship is entitled to purchase a maximum of 2 engines. Only those engines purchased by or in the name of a driver may be used in competition by that driver. Engines may be exchanged at any time in accordance with the prevailing price structure. Any engine so purchased or exchanged will become one of the permitted 2 engines.

The Championship Organisers reserve the right to require a driver to exchange an engine and/or an ECU for replacement at any time. The engine and ECU seal numbers will be recorded against the name of the driver and this will be used to administer the above procedures. Only engines with a full complement of seals will be eligible for exchange.

It is emphasised that the engine and ECU sealing is an integral part of the engine eligibility, and must not be damaged or lost.

5.7.4 Build Standard

Components marked (M) below are sealed and identified by MSA seals. Such components are only eligible if the required undamaged seal is affixed. It is the competitor's responsibility to protect the seals from damage.

DESCRIPTION	PART NUMBER
Engine Type	'K' Mpi
Base Engine/Crank case	LBB 106500 (M)
Bore	80.0mm
Capacity	1800cc
Omega Pistons as supplied to the Clubmans Register	

Cylinder Head: (M) As supplied to the Register with Clubmans Proto specification Camshafts, valve springs and vernier cam timing wheels.

Fuelling/ Induction system:

As supplied to the Clubmans Register comprising:

- Throttle bodies part no: TBA
- Composite inlet trumpets
- Composite fuel rail mountings
- Fuel injectors inconformity with 5.7.1 and 5.7.2 above

Airbox and filter[s]	Free.
Throttle body Ports	As supplied via the Clubmans Register
Oil Scavenge Pump Assembly	RCO 13005A or Titan 'Gold' pump
Sump	RCO 13003A (M)

Ignition Control Box & Rev. Limiter (M)	As supplied to the Register being ECU Pre-mapped and tamper-protected by the Register
Exhaust Manifold and Silencer	Free
Flywheel (with starter ring)	PSD 101980 - Dimensions: Diameter 249.75mm + / - 0.25mm
ALTERNATIVE:	Lightened <u>steel</u> item approved by the Clubmans Register
N.B. Flywheel, including inner diaphragm surface must remain as cast / manufactured and supplied by the Register	
Oil Filter	Free
Starter Motor	Make' is free, but must be fitted to unmodified mounting points
Spark Plugs	Free

Clutch Assembly -

Only organic friction material is permitted EXCEPT THAT carbon clutches are prohibited. Twin plate racing clutches are permitted. The minimum permitted diameter of the clutch driven plate is 180mm. Breach of this regulation will result in the imposition of MSA GR [C 3.5.1 (c)].

Cooling System Thermostat - it is permitted to run without the thermostat in operation

5.7.5 **Engine Location:** The engine must be mounted fore/aft and upright, + / - 15 deg

5.8. **Suspension: all classes** Free

5.9. **Transmissions:**

PART A: CUP CLASS

5.9.1 **Gearboxes must conform to and at all times respect the following:**

General requirements of all gearboxes

1. Must be separate from the differential and not contained within a transaxle casing.
2. Must contain no more nor less than 4 operational forward gears and 1 operational reverse gear.
3. Gearboxes that -as a standard manufacturer's production item- were fitted with 5 or more forward gears must be assembled so that only 4 operational forward gear ratios and 1 operational reverse gear ratio are in use. Where more than 4 forward gears or more than 1 reverse gear ratio were originally fitted by the manufacturer within the gearbox then all unused ratio(s) must be removed or locked out so as to be not accessible for use by any means.
4. Must not in any way interrupt or interface with or interact with or be conjoined with any part of the engine management system and/or the engine loom.
5. Must not be of a continuously variable ratio or seamless shift.

6. Must require the use of a foot operated clutch for disengagement of drive from the engine.
7. Must not in any way actuate or facilitate the operation of gear changing either pneumatically or hydraulically (except that hydraulic clutch actuation by operation of a foot operated clutch pedal is permitted).
8. Steering column and/or steering wheel mounted gear-change mechanisms are prohibited.
9. Subject to these Regulations gear ratios are free but must be freely available to the public for purchase from an identifiable source.

Conventional 'H' pattern non-sequential gearboxes

10. Must be of Ford Single or Three rail type.
11. Dog engaged gears are permitted.
12. Aluminium casings and shortened tail casings are permitted.

Sequential Gearboxes

13. The permitted sequential gearbox is the Elite IL 200 5S (with 4 forward gears as stipulated under General Requirements of these gearbox regulations).
14. Any other proprietary manufactured sequential gearbox otherwise conforming to these Regulations ***may*** be permitted by the Clubmans' Register ***in its entire discretion and*** in any case provided that Notice in writing is given to the Register at least 60 clear days before the first intended use of the item in any competitive event at which these Regulations apply. The Notice required must:
 - 1) Identify the manufacturer and provide full contact details and
 - 2) Identify with precision the model of gearbox and
 - 3) Provide full technical details and where permitted by the manufacturer technical drawings to support those details and where the manufacturer does not so permit then provide evidence in writing of that fact and
 - 4) Provide full details of the gear ratios available at the date of the Notice and
 - 5) Identify the competitor and the car in respect of which permission is applied for.

Upon receipt of Notice provided under this Regulation 5.9.14 the Clubmans Register shall determine within 28 days whether or not and if yes then on what terms the nominated gearbox may be permitted whether temporarily or permanently in competition ('the Decision'). The Decision is final and not subject to Appeal.

15. It is permitted to install electronically operated gear-in-use indicators for display to the driver (and which may be mounted on the steering wheel) and which is permitted to interface with any data logging system installed in the car but in all cases subject at all times to the General Requirements of all gearboxes set out in these Regulations.
16. The Clubmans Register reserves the right in the interest of preservation of the equality of competition within the Championship to increase at any time during the Championship the minimum weight of any car fitted with a sequential gearbox.

5.9.2 Gearboxes with rapidly interchangeable ratios are prohibited.

PART B: PROTO CLASS

EITHER

5.9.3 A 4 speed gearbox conforming in all respects to Regulation 5.9.1 in which case 5.9.2 applies.

Or

5.9.4 A 5 forward and 1 reverse speed gearbox and which may be operated by conventional gearlever or by steering column or steering wheel mounted 'paddles'.

5.9.5 A 5 speed gearbox must be separate from the differential and **not** contained within a transaxle casing.

ALL CLASSES

5.9.6 Magnesium gearbox and differential casings and bell-housings are prohibited.

5.9.7 Torque biasing, limited slip and locked differentials are prohibited.

The final drive must incorporate a free differential gear assembly. The intention of this clause is to limit the use of differential gear assemblies to those with no useful torque biasing or limited slip capability, whether by design, construction, assembly or any other method. No prevailing torque within the differential mechanism is permitted.

This condition may be checked by one or all of the following methods and which one/s employed shall be at the discretion of the Eligibility Scrutineer.

- a) The rear of the car shall be jacked off the ground. With the gearbox in neutral, rotating one rear wheel in either direction must not result in any significant movement of the opposite rear wheel.
- b) With the differential removed from the car, there must be no resistance to the movement in the gears making up the differential assembly irrespective of temperature.
- c.1) One output shaft (either one) shall be rotated at a constant speed of 50 (+/- 10) RPM
- c.2) The opposing drive shaft shall be held stationary and the torque resistance required to do this is measured.
- c.3) The maximum permitted torque necessary to hold the shaft stationary is 15 Nm
- c.4) The test shall be repeated with the rotated shaft turned in the opposite direction.

5.10 Electrics:

Free except:

1. Cars must use engine harnesses approved by the Clubmans Register connected to all sensors (see 5.7.1 and 5.7.4 above) and ancillaries.
2. The use of the inertia switch is optional.
3. The fuel pump must be controlled by the engine ECU as intended by the specified wiring harness and the use of a separate switch for the high pressure fuel pump is not permitted.
4. The applicable provisions of 5.9.1 and 5.9.4.

5.11 Brakes: Free

5.12. Wheels/Steering: Free

5.13. Tyres:

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

5.13.2 The only permitted tyres are (save as provided below) Dunlop Clubmans specification slick and wet tyres in the following sizes:

Dry Front: 170/510-13 specification 662

Dry Rear: 210/570-13 specification 662

Wet Front: 170/510-13 specification 226

Wet Rear: 210/570-13 specification 226

OR such other Tyres or specification of tyres as may be specified from time to time by the Championship Organisers and the Clubmans Register.

The sole suppliers of Dunlop Clubmans racing tyres to the Championship are: Dunlop Motorsport Europe, Fort Dunlop, Birmingham, B24 9QT (contact Michael Butler or Paul Bryant) and HP Tyres of Daventry. Dunlop Motorsport Europe is entitled to change and /or authorise other suppliers or intermediaries (the latter with the consent of the Clubmans Register).

5.14 Weight:

5.14.1 The minimum permitted weight of the complete vehicle is 420kg without any form of ballast to achieve the said minimum weight. The weight of any vehicle shall be determined with the vehicle complete with all bodywork fitted and otherwise in conformity with these Regulations but without fuel and without driver. All other fluids sufficient to enable the vehicle to participate in the competition including oil and water shall be present.

5.14.2 The Provisions of 5.9.1 Article 16.

5.14.3 The Championship Organisers and the Clubmans Register jointly and severally are empowered to cause any vehicle presented for use in the Championship to be the subject of weight checking by the Eligibility Scrutineer at any time during the period commencing with the opening of entries for the first scheduled round of the Championship and ending with the declaration of the Final Results of the Championship. Any such check may be conducted at any location directed by the designated Championship Eligibility Scrutineer. The Championship Eligibility Scrutineer is empowered to delegate his functions in respect of any weight check.

5.14.4 Any competitor who fails to present his vehicle for weight checking in conformity with Regulation 5.14.3 shall be automatically suspended from Championship Registration until such time as the vehicle has been presented for weight checking.

5.15 Fuel Tank/Fuel:

5.15.1 Type: Free, but competitors must refer to the applicable sections of the 2010 MSA Year Book.

5.15.2 Location: Free. See also Section 5.3.1 of these Regulations

5.15.3 Fuel: The only permitted fuel is PUMP FUEL which conforms with MSA definition

5.16 Silencing:

- 5.16.1 All vehicles must comply with Section [J 5.17.1, 5.17.2] and Chart 5.18 Section B of the 2010 MSA Yearbook
- 5.16.2 Cup Class Cars must use the silencer specified and supplied by the Clubmans Register and must be silenced to the standard required by the MSA as specified above for sports racing cars in conformity with Sound test requirements provided by [J 5.18.1 and 5.18.3 - 5 and 5.18.7 -11inclusive].
- 5.16.3 Proto Class Cars: silencer is free but must be silenced to the standard required by the MSA as specified above for sports racing cars in conformity with Sound test requirements provided by [J 5.18.1 and 5.18.3 - 5 and 5.18.7 -11inclusive].

5.17 Numbers and Championship Decals:

- 5.17.1 To be eligible to compete in a Championship race and obtain points and prizes, it is mandatory to display a) BARC Shield and b) All Championship decals as required by the Clubmans Register and /or the Championship Organiser on each side in an unobscured position when viewed from a direct side elevation (provided that decals are available at the meeting signing-on). These decals may be supplied by the Clubmans Register and a nominal charge may be made. Failure to have these in place at scrutineering will render the car ineligible.
- 5.17.2 Competitors shall display the competition numbers allotted by the organisers and where numbers 1-10 inclusive shall be allotted to those competitors who finished accordingly in the Championship in the immediately preceding year but In the event of any such competitor not taking part in this current Championship then the competition number representing his/her finishing place in the immediately preceding year shall not be allocated to any competitor.
- 5.17.3 Proto Class cars must display a race number commencing in the sequence '81' but in 2010 numbers '81' will not be issued [ie 2010 Proto Class numbers will commence 82 etc]. It is the intention that with effect from 2011 the 2010 Proto Class Champion will carry 81 as the race number subject to necessary approvals and that numbers 81 - 90 will be distributed in accordance with the principle in 5.17.2 above.
- 5.17.4 Competition Numbers and backgrounds shall be displayed in accordance with the requirements of the Championship Organisers.

5.18 General Conformity

- 5.18.1 The Championship Organisers and the Clubmans Register jointly and severally are empowered to cause any vehicle nominated for use in the Championship to be the subject of eligibility checking by the Eligibility Scrutineer in conjunction with nominated officials and representatives of the Clubmans Register acting through the Championship Representative at any time during the period commencing with Registration of the competitor for the Championship and ending with the declaration of the Final Results of the Championship. Any such eligibility check may be conducted at any location directed by the designated Championship Eligibility Scrutineer and/or the Clubmans Register. The Championship Eligibility Scrutineer is empowered to delegate his functions in respect of any eligibility check to any other Eligibility Scrutineer or Technical Commissioner.
- 5.18.2 Any competitor who fails to present the nominated vehicle in conformity with Regulation 5.18.1 above shall be automatically suspended from Championship Registration until such time as the vehicle has been presented for checking and has been approved by the issue of a certificate of conformity.

5.18.3 Competitors are required to present nominated cars in a clean and tidy state and condition and in conformity with these Regulations for all participation in the Championship. If in the reasonable opinion of a majority of the Clubmans Cup Standing Committee of the Clubmans Register any nominated car presented for competition in the Championship does not conform with this Regulation then the Championship Representative shall be entitled to require the organiser to suspend forthwith Championship Registration of the relevant competitor until such time as conformity has been satisfactorily demonstrated to the Championship Representative.

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:

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

Clubmans Register:

Jamie Champkin, Chairman, Clubmans Register, Little Moat House, Abbots Salford, Worcs, WR11 8UT.
Tel: 01386 871788 E mail: jamie@champkin.co.uk

Eligibility Scrutineer: Mike Wright, 7 Torfrida Drive, Bourne, Lincolnshire PE10 9QF
Tel: 01778 422252 (**Do not telephone after 22.00 hrs**)

6.2. Commercial Undertakings:

- 6.2.1 Drivers may put their own advertising on the car, subject to meeting the relevant MSA regulations.
- 6.2.2 No display may contain offensive material.
- 6.2.3 Competing cars must carry Championship decals as required from time to time by any of the Championship Organisers and/or the Clubmans Register.

2010 BARC DUNLOP CLUBMANS CUP

7. REGISTRATION FORM.

Please complete ALL PAGES 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)

CLUBMANS REGISTER MEMBERSHIP No: _____ (Compulsory)

NAME OF ENTRANT: _____

ENTRANT LICENCE NUMBER _____

ADDRESS: _____
(if different from above)

_____ POSTCODE: _____

TEL(DAY): _____ (EVE): _____

ALL CORRESPONDENCE SHOULD BE SENT TO: DRIVER ENTRANT

CLASS: PROTO CUP

NOMINATED CAR: _____ MODEL: _____ CC: 1600

PREFERRED COMPETITION NUMBER: -----

SIGNATURE OF ENTRANT: _____
(if different from Driver)

SIGNATURE OF DRIVER: _____

PREVIOUS RACING EXPERIENCE OF DRIVER:

2009: _____

2008: _____

2007: _____

TO BE COMPLETED BY ALL APPLICANTS:

I wish to register for the **2010 BARC CLUBMANS CUP** 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. I undertake to abide by these Championship Regulations and Commercial Undertakings and the Driving Standards Rules of the Clubmans Register.

SIGNED: _____ DATE: _____

ONCE FULLY COMPLETED THIS FORM MUST BE RETURNED TO:

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

PRIOR TO THE FIRST CLOSING DATE OF THE FIRST RACE ENTERED

FOR OFFICIAL USE ONLY

REGISTRATION FEE - FREE

DATE RECEIVED:.....

DATE REGISTRATION CARD SENT:.....

COMPETITION NUMBER ALLOCATED:.....