



2010 DUNLOP SPORT MAXX PRODUCTION CUP

SPORTING, TECHNICAL AND COMMERCIAL REGULATIONS



1. SPORTING REGULATIONS - GENERAL

1.1 Title & Jurisdiction:

The 2010 DUNLOP SPORT MAXX PRODUCTION CUP is a Championship organised and administered by the British Automobile Racing Club Ltd (BARC) in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Regulations. The Organisers reserve the right to issue additional statements clarifying items in the rules and regulations and all such statements will be issued to all registered Entrants and Drivers by posting to the address details on the registration form or by email to an address disclosed likewise.

MSA Championship Permit No: **CHR2010 / 052**

Race Status: **National B**

MSA Championship Grade: **C**

1.2 Championship Officials:

1.2.1	Championship Co-ordinator:	Nicola Bush	BARC
1.2.2.	Championship Eligibility Scrutineer:	Ron Humphreys	BARC
1.2.3	Championship Technical Advisor:	John Maguire	BARC
1.2.4	Championship Technical Committee:	Ron Humphreys John Maguire Ian Watson	BARC BARC BARC
1.2.5	Championship Stewards:	Jamie Champkin Robin Knight Rick Smith Dale Wells	BARC 750MC BARC BARC

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

1.3 Competitor Eligibility:

- 1.3.1 Entrants where applicable must be in possession of a valid 2010 MSA Entrants Licence. Where no Entrants licence is held, the Driver shall be considered to be the Entrant for the purposes of these regulations.
- 1.3.2 Registered Drivers must be fully paid up valid racing membership card holding members of the BARC, be Registered for the Championship and be in possession of a valid MSA Competition (Racing) National B Licence as a minimum.
- 1.3.3 All necessary documentation must be presented for checking at all rounds when signing-on.
- 1.3.4 Guest drivers may be nominated by the Organisers to take part in any event. Guest drivers do not need to comply with the article 1.3.2 in terms of their Registration or BARC membership but they do need to comply with the terms of the MSA licence requirement. Guest drivers may appear on the presentation podium to receive race awards and be listed in the race results. However they will not be included in the results for the purposes of point's calculations as described in article 1.6 below.
- 1.3.5 Competitors for the Cruze Cup will be admitted at the discretion of the Organisers to take part in any event as an Invitation class. Cruze Cup competitors do not need to comply with article 1.3.2 in terms of registration but must be BARC members and holders of an appropriate licence. Cruze Cup drivers will have their own classification and accumulation of points for the season but for the purposes of the Dunlop Sport Maxx Championship will be discounted from all results when points are calculated.

1.4 Registration:

- 1.4.1 All Drivers must register as contenders for the Championship by returning a fully completed Registration Form to the Co-ordinator prior to the Final Closing date for the first round that is being entered or by complying with 1.4.2 below.
- 1.4.2 Alternatively, Competitors may register 'on line' by visiting the BARC website at www.barc.net. However when registering "on line" Competitors should not complete and submit the paper version of the registration form, contained as section 7 of these regulations.
- 1.4.3 The Registration fee for each Driver is £4,500 with the fee being payable to "BARC". The fee will be used for various purposes directly relating to the championship, such as contributing towards the costs of the data interrogation engineer, ballast boxes, on-board judicial cameras, television and race entry fees.
- 1.4.4 Registrations will be accepted from 1st January 2010 (or when on-line registrations go 'live') until further notice. Incorrect or incomplete registrations will be held in abeyance until they are complete and correct.
- 1.4.5 Upon registration permanent Competition numbers for the Championship will be allocated to each Driver by the Co-ordinator in accordance with article 5.17 and these will be issued strictly upon receipt of a fully completed registration form and payment of the appropriate registration fee.
- 1.4.6 Official Championship Registration Cards will be issued by the BARC upon receipt of the attached Registration Form or on-line submission.
- 1.4.7 When registering for this Championship, Competitors must take account of the Class Structure defined within Section 5 of these Regulations and register accordingly. Once registered and accepted, Competitors who wish to change their class will only be permitted to do so once in each calendar year.

1.5 Championship Rounds:

- 1.5.1 The 2010 DUNLOP SPORT MAXX PRODUCTION CUP will be scheduled over 7 events (21 races) as follows:

Event	Races:	Date:	Circuit:	Organising Club:
1.	1 / 2 / 3	10 – 11 April 2010	Rockingham	BARC
2.	4 / 5 / 6	08 – 09 May 2010	Snetterton	BARC
3.	7 / 8 / 9	29 – 31 May 2010	Oulton Park	BARC
4.	10 / 11 / 12	26 – 27 June 2010	Pembrey	BARC
5.	13 / 14 / 15	17 – 18 July 2010	Castle Combe	BARC
6.	16 / 17 / 18	14 – 15 August 2010	Brands Hatch	BARC
7.	19 / 20 / 21	28 – 29 August 2010	Thruxton	BARC

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

1.6 Championship Points:

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

- In each class with four or more Competitors: 1st - 12, 2nd - 10, 3rd - 8, 4th - 7, 5th - 6, all other finishers 5 and any non-finishers receiving 1 point
- In each class with three or less Competitors: 1st - 8, 2nd - 7, 3rd - 6
- In addition, 1 point will be awarded to the Driver(s) setting the fastest race lap in each class

Drivers in the Invitation class, Cruze Cup and Guest drivers will be deleted from the results when the points are calculated and hence will not be awarded points towards the overall Championship or awarded points within any class or indeed counted as being present at the event for the purposes of a), b) or c) above.

- 1.6.2 The total points scored by a Driver from all qualifying rounds run will be accumulated to determine the final Championship points and positions.

1.6.3 Ties shall be resolved using the formula in Regulation Q3.4 of the 2010 MSA Yearbook.

1.7 Awards:

1.7.1 All awards are to be provided by the BARC

1.7.2 Each race: Commemorative Award to the Race Winner and to each other Class Winner

1.7.3 Championship Trophy to the Overall Winner

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

1.7.4 Bonuses: As advised by Official Bulletin

1.7.5 Presentations: As advised by Official Bulletin

1.7.6 Entertainment Tax: Not Applicable

1.7.7 Title to all Trophies:

In the event of any Provisional Results or Championship Tables being revised after any provisional presentations and such revisions affect the distribution of any awards the Competitors concerned must return such awards to the BARC in good condition within 7 days.

2. SPORTING REGULATIONS - JUDICIAL PROCEDURES

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

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

3. SPORTING REGULATIONS - RACE MEETING & RACE PROCEDURES

3.1 Entries:

- 3.1.1 Registered Competitors are responsible for 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/Vehicle changes made after acceptance of any entry must be notified to the Secretary of the Meeting in writing. If Driver/Vehicle changes are made after publication of Entry Lists with Final Instructions the Competitor concerned must apply for approval of acceptance by the Stewards of the Meeting before signing-on.
- 3.1.4 There is no provision for Qualification Races to be run within this Championship.
- 3.1.5 Any reserves will be nominated on the Final List of Entries published with Final Instructions or Amendment Sheet Bulletins. All Reserves will practice and may then replace withdrawn or retired entries in Reserve Number order irrespective of class. If Reserves are given Grid Places prior to issue of the first Grid Sheets for any round the times set in Practice shall determine their grid positions. If Reserves are given places after publication of the grid sheet and prior to cars being collected in the Official "Assembly Area" they will be placed at the rear of the Grid and be started without any time delay. Otherwise, they will be held in the Pit-lane and be released to start the race after the last car to start the green flag lap or last car to take the start has passed the start-line or pit-lane exit, whichever is the later. Such approval to start must be obtained from the Clerk of the Course and marshals' instructions must be followed at all times.

3.2 Briefings:

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

3.3 Qualifying:

- 3.3.1 The minimum period of qualifying to be provided is to be one twenty minute session.
- 3.3.2 Should any Practice or Qualifying Session be disrupted the Clerk of the Course shall not be obliged to resume the session or re-run sessions to achieve the Championship criteria and the decision of the Clerk of the Course shall be final.
- 3.3.3 During any Practice or Qualifying session all competing cars must remain in the Pit Lane when not on track. At no time is any car permitted into the garages or paddock area until the conclusion of the session when all cars must be taken directly to the designated Parc Fermé area.

3.4 Qualification Criteria:

Each Driver should complete a minimum of 3 laps of qualifying in the car to be raced and in the correct session in order to qualify for selection and order of precedence as set out in the MSA Regulation Q4.5. The Clerk of the Course shall have the right to exclude any Driver whose qualifying times are considered to be unsatisfactory, as per MSA Regulation Q4.5.3.

3.5 Races:

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

3.6 Starts:

- 3.6.1 When the signal is given, the cars will be released from the assembly area on to the circuit to go directly to the grid. The cars should keep in formation with no overtaking, no practice starts and no excessive weaving on the way to the grid. Any car unable to join the train of cars leaving the assembly area will be directed to and held at the pit exit and may only exit the pit lane after the last car has passed the pit exit on the green flag lap or similarly on the first racing lap if the former is not possible. However exit from the pit lane must be in accordance with the marshals instructions at all times. Any car joining in this manner must remain behind the last car on the grid but in front of any car to be started with a time delay.
- 3.6.2 The grid formation will be: 2 x 2 x 2 in accordance with regulation 6.2 and all races will start from a standing start unless track conditions lead the clerk of the course to ask for the start to be behind the safety car.
- 3.6.3 The countdown procedure and visible / audible warning sequence shall be:
- | | | |
|--------------------------------------|---------|------------------------------------|
| 2 minutes to start of Green Flag Lap | - Board | - Clear Grid Warning / Grid Closed |
| 1 minute to start of Green Flag Lap | - Board | - Start engines / Clear Grid |
| 30 seconds | - Board | - Visible and audible warning |
| Green flag lap | - Flag | |
- 3.6.4 Any cars removed from the grid prior to the 2 minute signal or driven into pits on the Green Flag lap shall be held in the pit lane and may only start the race after the last car to take the start from the grid has passed the start line or pit lane exit, whichever is the later.
- 3.6.5 Any Drivers unable to either start the Green Flag lap or the race are required to indicate their situation as per MSA Regulation Q12.13.2. Any Driver unable to maintain their grid position on the Green Flag Lap to the extent that all other cars are ahead of them, may complete the Green Flag lap but must remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.
- 3.6.6 Any car(s) that then cannot be started will be pushed to the Pit Lane if possible, or if not, to a place of relative safety. Cars, once within the Pit Lane, may be assisted by their team but may only start the race after the last car to take the start has passed the Start Line or Pit Lane exit, whichever is later. If any such car at the side of the track can then start unaided, it may join the Green Flag Lap under the usual restrictions.
- 3.6.7 During the green flag lap the grid formation should be kept as tight as practical and excessive weaving to warm-up tyres by using more than 50% of the track width, falling back in order to accelerate, along with practice starts, are all prohibited.
- 3.6.8 At the end of the green flag lap cars will take up their grid position and a five second board will be displayed to indicate that the grid is complete. The red lights will be switched on five seconds after this board is withdrawn and between 2 and 7 seconds later the lights will go out to indicate the start.
- 3.6.9 Unless the Clerk of the Course determines that the weather conditions have deteriorated significantly in the time involved or a Scrutineer determines a replacement is required due to damage, competitors are not permitted to change or swap tyres / wheels between leaving the assembly area and starting the race.
- 3.6.10 Start Delayed Procedure
- a) If the starter deems that the start needs to be delayed, he/she will display a "Start Delayed" board. The Countdown Procedure / Audible Warning sequence will then recommence from the one-minute board and the race may be started by use of the National Flag provided that all Drivers have been informed of the change of start signal. The race distance will be reduced by two minutes.
- b) Any Driver(s) deemed to have caused an aborted start will be moved to the back of the grid but ahead of any cars to be started with a time delay. Depending on individual circuit layout, the car(s) will either be removed to the back of the grid before the Green Flag Lap commences or the driver(s) will be instructed to commence the Green Flag Lap from his/her original grid position but must, during the course of the Green Flag Lap, allow any car(s) starting behind them to overtake, thus ensuring that they take the restart from the back of the grid (but ahead of any car(s) to be started with a time delay). If more than one car is penalised in this way, then their order at the back of the grid will reflect their original grid positions.

- c) The Start Delayed procedure will be as follows:
- (i) The start-delayed board is displayed, engines may be switched off and team members are allowed back onto the grid.
 - (ii) When the Clerk of the Course is happy, the countdown will restart in accordance with 3.6.3 from the one minute signal with the grid being cleared in the usual way.
 - (iii) Any stalled cars are cleared to the Pit Lane if possible, or if not, to a place of relative safety. Cars, once within the Pit Lane, may be assisted by their team but may only start the race after the last car has passed the Start Line or Pit Lane exit, whichever is later, on the first racing lap.
 - (iv) The remaining cars are waved off on a Green Flag Lap.
 - (v) The race is started, if appropriate, upon return from the Green Flag Lap in the usual way. If one Green Flag Lap has already been completed before the 'start delayed' board is shown then the race will be reduced by two minutes. Then, if the start is delayed again and another lap is lost or if this causes issues with the running of the timetable the Championship Clerk of the Course will set a new race distance.
 - (vi) The Clerk of the Course may either vary the above or set any other conditions upon this start procedure that may be deemed fit for the situation.

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

3.7 Practice and Race Stops:

3.7.1 Should the need arise to stop any practice or qualifying session, red lights will be switched on at the Startline and red flags will be displayed at the Startline and at all Marshals Signalling Points around the Circuit. This is the signal for all Drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pit lane without overtaking other Competitors.

3.7.2 Should the need arise to stop any race, red lights will be switched on at the Startline and red flags will be displayed at the Startline and at all Marshals Signalling Points around the Circuit. This is the signal for all Drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the starting grid, which will automatically become a Parc Fermé area, without overtaking other Competitors.

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

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

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

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

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

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

3.8 Scrutineering:

- 3.8.1 The Entrant / Driver must present the competing vehicle, the mandatory vehicle logbook and all mandatory safety equipment to the Championship Eligibility Scrutineer or his representative, at the designated time for scrutineering prior to taking part in any track activity and at any time during the event as may be required.
- 3.8.2 Any vehicles reported as being involved in contact incidents during any practice, qualifying or race or those requiring any significant repair or rebuild process must be re-presented to the Championship Eligibility Scrutineer for inspection before continuing in the practice, qualifying or races.
- 3.8.3 All registered competition vehicles may also be checked for their eligibility prior to, during and after the Event, with vehicles being selected at the sole discretion of the Championship Eligibility Scrutineer. The Championship Eligibility Scrutineer and/or his nominated representative may make random checks for vehicle eligibility throughout the Race Weekend and any infringement will be subject to a report to the Clerk of the Course.
- 3.8.4 Any Driver involved in any incident may not leave the venue without the permission of the Clerk of the Course and all Drivers must remain available at the venue until the protest period relating to their event has elapsed. Failure to comply with this may lead to any judicial action proceeding in their absence.
- 3.8.5 Competition vehicles may not be removed from the venue during any event after initial scrutineering unless with the prior permission of the Eligibility Scrutineer and the Clerk of the Course. Failure to comply with this regulation will lead to Competitors being excluded from taking part in any remaining elements of the event
- 3.8.6 After each practice, qualifying session or race all vehicles must be taken directly to the designated Parc Fermé area. Parc Fermé conditions apply to every vehicle from the finish line to the Parc Fermé area, any waiting area in front of it and the pit lane. Except for the Driver, no-one is permitted to either enter the Parc Fermé area or touch/inspect any vehicle component unless invited to do so by the Championship Eligibility Scrutineer. Should unauthorised team personnel be present in the Parc Fermé areas or anyone touches or inspects any vehicle component, they render their car liable to exclusion from practice, qualifying or the race.
- 3.8.7 Cars will be held in Parc Fermé for a minimum of 20 minutes after each practice, qualifying session and race and must remain there until released by the Championship Eligibility Scrutineer.
- 3.8.8 The assembly and dismantling of the vehicle(s) is solely the responsibility of the Entrant/Driver and reimbursement of expenses for these measures may not be claimed.
- 3.8.9 The use of tyre heating / heat retention devices, tyre treatments and compounds is prohibited.
- 3.8.10 The Vehicle Log Book is entirely the responsibility of the Entrant/Competitor including its safe-keeping and condition. All items noted within the Log Book must be signed by the Championship Eligibility Scrutineer and the Entrant / Driver. It must be a true reflection of the vehicle details and must be fully completed and adhered to. Any missing Log Book or incorrect, incomplete or irregular entries will be treated as a breach of the Regulations and will reported to the Clerk of the Course.
- 3.8.11 It is a requirement of the Championship that all entrants/drivers must provide to the Eligibility Scrutineer comprehensive technical data for the vehicle that they are racing. This information, which must be available at all times, should be in the form of manufacturers CD/DVD or workshop manuals. This technical data must be made available for retention by the Eligibility Scrutineer for the duration of the season if requested.

3.9 Pits & Pit Lane Safety:

- 3.9.1 Pits: Entrants / Drivers must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.
- 3.9.2 Pit lane: The outer lane or lanes (those nearest to the pit wall) are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take all due care and drive at minimum speeds in the pit lane at all times. People under the age of 16 are not permitted in the pit lane. During any official session a Car may only enter the fast lane with the Registered Competitor sitting in his/her normal position properly belted into the in the Car and all safety equipment should be in place as though the Car is on circuit. Reverse gear may not be used in the Pit Lane at any time during any official session.

- 3.9.3 Refuelling: The addition or removal of fuel may only be carried out in accordance with MSA Regulations Q13, Circuit Management Regulations and the SR's or Final Instructions issued for each event. The addition of fuel to or removal of fuel from a Car is prohibited in the pit lane during any practice or qualifying session and from the commencement of and/or during any countdown procedure on the grid prior to a race or during a race.
- 3.9.4 Speed: A maximum speed of 60kph (38mph) must be observed in the pit lane at all times. A fine of £10 for each km/h above the limit may be levied in the event of exceeding this limit during practice or qualifying. This penalty will be replaced by a Drive Through penalty or retrospective time penalty for any breach during a race.

3.10 Race Finishes:

- 3.10.1 The chequered flag will be shown to the race leader the first time that they cross the finish line after the scheduled or revised time for the race has elapsed.
- 3.10.2 After taking the Chequered Flag Drivers are required to progressively and safely slow down, remain behind any Competitors ahead of them, return to the Pit Lane and go directly to the designated Parc Fermé area, complying with any directions given by marshals or Officials, keeping helmets on and harnesses done up while on the circuit or in the pit lane.

3.11 Results:

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

3.12 Timing Modules:

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

3.13 Safety Car

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

3.14 Specific Championship Regulations

- 3.14.1 Any Competitor who is reported to be involved in incidents of contact, which in the opinion of the Clerk of the Course is avoidable, may be subject to the following immediate penalties:

a) During practice or qualifying: The Competitor concerned may be Black Flagged and may subsequently be prevented from taking any further part in that session

- b) During racing: The Competitor concerned may be penalised by way of a Drive Through penalty in accordance with MSA Regulation Q12.6.
- 3.14.2 The imposition of a Drive Through penalty will be notified by the use of the Black Flag and a Penalty Board and must be taken within 3 laps of the notification being given. It will involve the Competitor entering the pit lane, observing the pit lane speed limit between the pit entry and exit control lines and exiting the pit lane to rejoin the race without stopping at his / her pit.
- 3.14.5 Failure to comply with the imposition of a Drive Through penalty may result in exclusion from the race in question. Any Drive Through penalty so awarded is not subject to appeal. In the event that a penalty described above cannot be imposed for operational reasons during a race (i.e. during the last three laps), the Competitor concerned may be given a subsequent elapsed time penalty of between 20 and 60 seconds as an alternative.
- 3.14.6 If the Driver experiences a serious mechanical problem at any stage he/she must leave the track as soon as it is safe to do so and park in a position of relative safety. The Competitor should stay with the Car to assist with its recovery unless instructed otherwise by medical staff and/or officials. Detachable type steering wheels must be refitted by the Competitor/Team member in the correct place on the steering column immediately after the Competitor has vacated the Car in addition the transmission must be selected to neutral at all times when the Car is left unattended or the Competitor is not seated in the Car. Failure to comply may result in a penalty from the Clerk of the Course.
- 3.14.7 Replacement cars are not permitted under any circumstances and an Entrant / Driver may only use the one car originally presented at pre-event scrutineering for his / her use.
- 3.14.8 It is the responsibility of each Competitor to ensure that their Car is fitted with tyres appropriate to the prevailing conditions. The Car's rear lights and rear high intensity light (5.3.7) must be illuminated at all times when visibility is reduced or when so instructed by the Clerk of the Course.
- 3.14.9 If the Clerk of the Course finds it necessary to grant an extra warming-up lap prior to the race, due to a change in conditions, one of the following two procedures will apply:
- a) Exit onto Track before the Start line
Cars will join the circuit when instructed to do so by an official and will proceed through the start line to commence a full lap of the circuit. On completion of this lap all Cars will stop in their correct start positions on the grid and the countdown will then begin as per 3.6.3 from the two minute signal.
- b) Exit onto Track just AFTER the Start line
Cars will join the circuit when instructed to do so by an official to commence a partial lap of the circuit. On completion of this lap all Cars will take the chequered flag at the finish line, complete one further lap of the circuit and stop in their correct start positions on the grid. The countdown will then begin as per 3.6.3 from the two minute signal.
- 3.14.10 Regardless of the circumstances, once a Driver has received mechanical assistance to move his/her car from one position to another he/she is not permitted to continue within that particular practice, qualifying or race even if, after being moved into a position of relative safety, he/she feels he/she is able to continue. For avoidance of doubt if the car is moved by manual means alone then continued participation within the session is permitted once the car has been approved to do so.

4. CHAMPIONSHIP PENALTIES:

4.1 Infringements of Technical Regulations:

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

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

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

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

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

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

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

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

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

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

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

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

The penalty will mean that a Competitor will be moved back the appropriate number of grid slot places from their grid position (i.e. if a Competitor with a four grid slot penalty had a qualifying time that was good enough for pole position then the Competitor will start fifth on the grid). For the avoidance of doubt, if the offence occurs at the final round of the Championship no further penalty will apply.

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

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

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

c) The loss of Championship points, up to a maximum of 36 (thirty six) points even if this penalty results in a negative points total

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

e) Removal from the Championship in its entirety

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

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

5. TECHNICAL

5.1.1 The following technical regulations are set out in accordance with MSA specified format and it should be clearly understood that if the following texts do not clearly state that you can do it you should adopt the principle that you cannot. Therefore, anything that is not explicitly authorised and anything that is not specified either in these regulations or in any Official Championship Bulletin is therefore strictly forbidden and as a result will be regarded as a breach of these Technical Regulations and may be penalised as described in section 4. It should be clearly understood that technical regulations will be strictly enforced and any modification, addition, variation, tuning or removal other than specifically permitted in these regulations is prohibited.

5.1.2 The word 'standard' used within these Technical Regulations as a description of components is to be interpreted as: "The specified component from the factory or the manufacturers parts list for the model or engine shown on the entry form or registration form. No modifications are permitted beyond the repair or adjustment processes specified by the factory or the manufacturer". Eligibility checking will be by comparison to spare parts supplied by the manufacturer's official agent.

5.1.3 Definition of Age of Eligible Vehicles.

For the 2010 season, all cars must be of a model / type that must have been in production at some time between 01.01.2005 and 31.12.2009 (a maximum of 5 years old). This date will move by one year every year therefore older cars whose production ceases before the stated period will become ineligible on annual date change. Older pre-2005 cars may be updated to current (2005 – 2009) specification provided that the general appearance is of current car built within the period.

For the avoidance of doubt, cars which undergo manufacturers 'detail' facelifts involving simple things like light clusters and cosmetic external trim will not be taken as a definitive model change requiring eligibility exclusion on the grounds of age. However, using a simple example, the 2004 / 5 change between the phase 1 Ford Focus and the phase 2 Ford Focus will be taken as a definitive model change.

5.1.4 Any question regarding a technical matter affecting any written regulation must be submitted in writing to the Championship Eligibility Scrutineer as any claim to have received clarifications or rulings on the Regulations must be substantiated by the production, on demand, of written confirmation of such rulings. Such clarifications or ruling will be circulated to all registered Competitors for their information.

5.1.5 In the event of an Entrant, Driver or Competitor has in their possession at the venue something which if used would result in a breach of the Technical Regulations then a report will be made to the Clerk of the Course who may penalised as seen fit. Items include, but are not limited to, tyre warmers, tyre treatment compounds, oil additives, prohibited fuel line performance aids, non-standard ECU's, illegal parts/components, etc.

5.1.6 The Championship Eligibility Scrutineer and / or his nominated representatives must be given free and unrestricted access, at all times and at any location, in order to inspect, test measure or impound, any component fitted to or used in conjunction with any car registered in the Championship.

5.1.7 The Organisers may authorise technical modifications to the Car to allow Competitors covered by 2010 MSA Competitors' Yearbook (H12.1.1 to 12.1.7) to participate. Relevant details will be communicated in an Official Championship Bulletin.

5.2 General Description and Requirements:

5.2.1 a) The Championship is for Competitors participating in a multi class race, for saloon and sports coupe cars produced by any manufacturer and which comply with the Technical Regulations. Only cars complying with these Technical Regulations and any amendments to the Technical Regulations issued throughout the course of the Championship in accordance with 1.1 will be allowed to compete in any Round of the Championship.

b) Generally, eligible vehicles will be those that are available for sale in the retail showroom of any UK dealership. Parallel imports (i.e. UK spec cars ordered new from dealers in Europe and then personally imported into the UK) are eligible. Grey imports (i.e. non UK spec cars such as the Honda Integra R, which generally are second hand or used cars imported from Japan), are not eligible for the Championship.

c) The Championship Organisers have compiled a guideline list (appendix A) and have determined the class structure for the 2010 season. This list will be updated at appropriate times during the year by means of an Official Championship Bulletin.

d) For the purposes of class definition the bhp / tonne figure quoted have been taken from Evo Magazine for the car / derivative / model in question will in all cases be used as the initial figure for allocation into classes in accordance with 5.2.2 below.

e) Separate aftermarket or manufacturer supplied sports car 'hardtops' are not acceptable and four wheel drive cars are also not permitted.

f) Applications may be made to the Technical Committee in writing, using the Championship Registration form, asking for the inclusion a car within the Championship. The application may be declined should the car proposed be out of keeping with the model list. Any application to run a car using diesel will usually result in it initially being classified in the class above class it might be expected to be classified within under 5.2.1(c) above. The decision of the Organisers to accept or to decline a cars' application for inclusion in the Championship or to classify it within any class as it feels appropriate will be final.

g) The Entrants of all accepted cars must complete (in conjunction with the Championship Eligibility Scrutineer) and be in possession of a copy of, the official Championship Vehicle Specification Sheet drawn up for each competing car, which has been submitted to, verified and approved by the Organisers. The Specification Sheet is issued for completion by all Competitors with their Registration Form and final acceptance of the registration will be conditional on Competitors returning the Vehicle Specification Sheet fully completed, and authorised by the Championship Eligibility Scrutineer. The Organisers may verify the information in the Vehicle Specification Sheet by any or all of the following means: - Homologation Forms, official workshop manuals, model registrar, the manufacturer or by examination of similar vehicles or components for the appropriate model.

h) The Vehicle Specification Sheet is mandatory and must be available to the Championship Eligibility Scrutineer at any time throughout the race weekend.

5.2.2 a) The following Class Structure will be used:

Class A:	161 bhp / tonne and above, to a maximum of 210 bhp / tonne
Class B:	131 bhp / ton to 160 bhp / tonne
Class C:	Up to 130 bhp / tonne
Class I:	Cruze Cup competitors plus certain cars at the express invitation of the Organisers only

b) It is the Entrant / Competitor's responsibility to ensure that the vehicle entered complies with the regulations for the Championship, even if they are not the builder or assembler of the vehicle. All vehicles will be regularly checked for performance and the Organisers reserve the right to take any action they deem necessary to equalise performance within any class of the Championship and their decision will be deemed as final.

c) Any vehicle in found to be exceeding the maximum bhp/tonne for that class or otherwise being outside of the class performance criteria may be required to run additional weight or make some other adjustment to bring the vehicle back within the class band. Alternatively the car may be re-classified by the Organisers who reserve the right to place a vehicle in an appropriate class at any stage. Their decisions will be deemed as binding.

5.2.3 **Technical Checking:**

a) The Championship Eligibility Scrutineer / Championship Organisers reserve the right to inspect, test, measure, seal or impound any component fitted to or used in conjunction with any car registered in the Championship either personally or through a nominated representative. Any cost associated with scrutineering or eligibility inspections (including but not limited to transportation, checks, inspections, rebuilds etc) will be the sole responsibility of the Entrant / Driver / team.

b) Entrants must at all times comply with the directives of the Championship Eligibility Scrutineer and the Championship Organisers in respect of scrutineering and eligibility checking.

c) Any component sealed by an MSA Official must remain sealed and may not be tampered with in any way. In the event of a seal needing to be broken for repair or replacement, prior to doing so the

Championship Eligibility Scrutineer must be informed in writing and approve the seal being broken. Re-sealing will take place after technical checks have been made at the next race meeting.

d) All components and parts on the vehicle that are deemed relevant to safety, performance and legality of the vehicle may be required to carry a manufacturers part number or Championship seals.

e) All Championship seals fitted to a car and its relevant parts will be recorded by the Championship Eligibility Scrutineer in the vehicle Log Book.

f) A Competitor may only use the car detailed on their accepted Championship Vehicle Specification document.

5.3 Safety Requirements:

5.3.1 All regulations contained within the 2010 MSA Competitors' Yearbook K Safety Criteria apply as relevant unless specifically stated within these Technical Regulations. In particular the areas covered are:

1. Safety Roll-Over Structures
2. Seats, Seat Belts and Headrests
3. Fire Extinguishers
8. External Circuit Breaker.
9. Overalls
10. Crash Helmets
14. General Safety Recommendations

5.3.2 **Safety Roll-Over Structures:** - (K 1 to 1.8 applies)

a) Minimum requirements as detailed in K apply.

b) Compulsory fitment of a 'full' cage as per Appendix 2, drawings 3 or 4

c) Compulsory fitment of diagonal member as per Appendix 2, drawings 5 or 6.

d) Refer to (K 1.6.4)

5.3.3 **Seat, Seat Belts and Seat Mounting:** (K 2.1 to 2.3 applies)

a) The Driver's seat must be a racing seat with a current FIA homologation.

b) Seat belts, with a minimum 'four point' configuration must be worn and be correctly adjusted at all times during events: (Two shoulder straps and one lap strap, with four anchorage points on the chassis/body shell or roll over bar of the vehicle).(K 2.1.2 Four Point applies)

c) Shoulder pads, fitted on the shoulder strap of the safety harness, are not allowed as it is compulsory to fit an FIA approved Head And Neck Support (HANS) device. The seat belts and helmet must be appropriate to the 'HANS' device in use and Competitors are responsible for this complying with the 2010 MSA Competitors' Yearbook (K 10.4)

d) Additional seat padding is permitted to a maximum of 50mm. Any additional padding or covering placed on the seat must be fire retardant to FIA standard 8855-1999.

e) The seat mountings shall be appropriate to the seat fitted (and complying with FIA Article 253.16) must be used.

5.3.4 **Fire Extinguisher:** K (3 to 3.5 applies)

a) A plumbed in fire extinguisher system must be used. K (App 1 Table 3, 3.1.3 applies)

b) The fire extinguisher must not be disarmed in any Parc Fermé area without the specific permission of the Championship Eligibility Scrutineer. Any Competitor that is found with a disarmed fire extinguisher in Parc Fermé for whatever reason will be penalised.

c) The following information must be clearly displayed on each fire extinguisher:

- i) Capacity
- ii) Type of extinguishant
- iii) Weight or volume of extinguishant
- iv) Verification date of extinguisher, which must be less than 2 years since the filling date or the last verification date

5.3.5 External Circuit Breaker

An External Circuit Breaker is mandatory (K 8.1 to 8.5 applies)

5.3.6 Race Clothing: (K 9.1 to 9.3 applies)

a) Fire resistant under clothing (e.g. underwear, balaclava, socks etc.) is recommended for use in the Championship.

b) Competitors are responsible for their own crash helmet complying with the requirements of 2010 MSA Competitors' Yearbook (K 10.1 to 10.4 applies).

c) It is compulsory to use an FIA approved HANS device. The helmet must be appropriate to the 'HANS' device in use and Competitors are responsible for this complying with the 2010 MSA Competitors' Yearbook (K 10.4)

d) Cool suits maybe used but must not interfere with airflow outside the cockpit.

5.3.7 Lights:

Lights detailed in 5.10.7 must be in working order throughout the entire Event.

5.3.8 Rear View Mirrors:

All Cars must be equipped with a minimum of three rear view mirrors, one on each side and internal mirror(s). The internal mirror(s) do not need to be original equipment. Together these mirrors must offer the Competitor a rearward view of either side of the Car and through the rear window when properly belted into the seat wearing their complete racing apparel.

5.4 General Technical Requirements & Exceptions:

5.4.1 All vehicles must comply with MSA general technical regulations and the relevant parts of Section J Tech & Q Tech of the 2010 MSA Competitors' Yearbook unless otherwise stated herein.

5.4.2 Work may be carried out that constitutes normal maintenance and/or repair of the Car, including parts which are either past their serviceable life or have been damaged / broken due to on track activities, as long as none of the Seals applied by the Championship Eligibility Scrutineer are tampered with, damaged, replaced, removed or broken without prior written approval.

5.4.3 All hoses, pipes and associated clips / fixings are free and may be upgraded.

5.4.4 Fixing components on the Car such as nuts, screws, washers, lock washers, spring washers, etc. are free and may be upgraded.

5.4.5 The Championship Organisers reserves the right to require additional auxiliary units to be fitted (e.g. cameras, scrutineering devices etc.). When required, fitment will be mandatory.

5.4.6 The addition of any alternative or supplementary heat insulation and / or protection (including ceramic coatings and material treatments) to any part of the engine, chassis, plumbing, wiring or any mechanical component or part, is prohibited other than that of the type, shape and size fitted to the production vehicle by the manufacturer.

5.4.7 Samples of any fluid may be taken for testing at anytime by the Championship Eligibility Scrutineer.

5.4.8 All Driver / passenger airbags (SRS) must be disabled and their triggering systems may be removed.

5.4.9 Data Logging:

a) Data loggers must be fitted to all Cars in the drivers' compartment left hand front floor area and positioned so that the data card can be withdrawn towards the rear of the car. The configuration of the Data Logger must be to the specification designated by the Organisers and notified to all competitors via an Official Championship Bulletin. The configuration of the Data Logger may be updated at anytime and if required, a Data Logger update will be mandatory. The Championship Organisers reserves the right to download and access all data at anytime during any Race Weekend. An Entrant/Driver not allowing full access to data logging, withholding, removing or manipulating data information will be penalised.

b) No additional data logging, telemetry, Global Positioning Satellite (GPS), or data recording/measuring equipment is permitted, either fitted to the Car or on the Competitors person, at anytime except that which is specified by the Championship Organisers. For the avoidance of doubt any piece of equipment capable of more than purely indicating time will be included by this regulation.

c) It is the Competitors responsibility to ensure that the data system and sensors are functional and logging at all times during the event that the car is running.

d) At the request of the Championship Organisers, Competitors may be required to add additional devices or equipment including data logging equipment to the Car for the purposes of scrutineering. Any attempt to remove, tamper with, monitor or record this additional information equipment will be in breach of the Technical Regulations. All information gathered will remain the property of the Championship Organisers and may be used at their sole discretion.

5.5 Chassis:

5.5.1 Only the standard chassis is permitted. The chassis must remain to the manufacturers' original specification in construction and material and may not be modified except for where the fitting of components required by these regulations necessitates modification.

5.5.2 The position of the front bulkhead may not be altered; neither may material be removed from them other than holes for the roll cage, control cables, wiring, hoses and fasteners.

5.5.3 Any chassis, which shows any signs of having been reinforced, strengthened, lightened or changed for different materials in any areas, will automatically be deemed not to comply with the Technical Regulations.

5.5.4 Towing eyes / straps must be a contrasting colour to the surrounding area (usually either Day-Glo red or yellow) and must respect the requirements of (Q19.1.3).

5.5.5 No seam welding other than that carried out by the manufacturer as a production process is permitted.

5.6 Bodywork:

5.6.1 General:

a) Bodywork must remain as the standard production model left the factory.

b) Bodywork in terms of material, thickness, shape and construction must be retained as standard production.

c) Doors must remain fully operable from inside and out.

d) In the case of damage repair, replacement body sections may be grafted to the original shell to the manufacturer original specifications. These sections must be of original design, size, shape and specification. Replacement body panels may be from any model in the model series. This includes spoilers where supplied as original factory parts only. Temporary repairs must be made structurally and cosmetically good before the next race meeting.

e) The front, rear and side silhouette(s) must be as standard.

f) Standard front and rear bumpers must be fitted.

g) It is not permitted to bridge bodywork joint lines with adhesive tape except as a short term temporary repair during an event with the approval of the Championship Eligibility Scrutineer. Permanent repairs must then be carried out prior to the next event.

h) It is permitted to remove external under seal.

i) Flared arches or wheel arch extensions are prohibited unless fitted as standard by the manufacturer for the model in question.

5.6.2 **Presentation:**

a) The appearance of the vehicle must, prior to entering the circuit for any qualifying or race, meet the Championship Organiser's high ideals of presentation.

b) The Championship Eligibility Scrutineer or his nominated representative will inspect all Cars and shall have the right to stop any Car that does not meet acceptable standards from entering the circuit.

5.6.3 **Aerodynamic Devices:**

a) Except where permitted, the aerodynamic performance of the Car must not be changed by modifying the shape of any component e.g. by the addition or removal of any material or by deforming the original material.

b) The addition of any element that has an aerodynamic influence is prohibited. The aerodynamic shape of the car must remain absolutely standard i.e. all surfaces wetted by the air stream must not be modified in any way.

c) Only those aerodynamic devices which are permanently mounted on the bodywork and which are a production standard are permitted. The Organisers will be the sole arbiters in any dispute concerning the eligibility of aerodynamic devices. Provenance must be supplied if necessary.

5.6.4 **Windows:**

a) All window glass must be retained. Polycarbonate or other plastic composite replacements are prohibited.

b) The front windscreen must be laminated.

c) The fitment and position of the front windscreen wiper blade(s) must be as intended and as fitted to the production vehicle by the manufacturer. The front screen wiper blade(s) may be upgraded with prior written approval of the Championship Eligibility Scrutineer.

d) The fitment and position of the rear wiper blade must be as intended and as fitted to the production vehicle by the manufacturer.

e) Use of an anti-fog treatment (liquid or wax) is authorised on the glass and transparent surfaces. For the avoidance of doubt the treatment may not be in the form of a plastic film or similar.

f) The use of a window net on the Driver's side front door window is permitted.

5.6.5 **Bonnets:**

a) Bonnets must be fitted in standard position and must maintain the standard silhouette. For the avoidance of doubt bonnets are not permitted to be lifted to aid ventilation /airflow.

b) Bonnets must be secured by fasteners of adequate strength and having a positive locking action.

5.6.7 **Interior:**

a) All additional seats, carpets, head linings and felt sound deadening material including its associated fixing materials (glue), must be removed.

b) Replacement door linings (cards) to replace standard linings are permitted. Window control and door opening mechanisms may be altered to enable the fitment of these replacement door linings. Any alterations or replacements must be approved by the Championship Eligibility Scrutineer before fitment.

c) Audio equipment, heaters, air conditioning units and associated ducting may be removed but any holes in bulkheads must be sealed.

d) Support brackets that may create a safety hazard following removal of items detailed in 5.6.7(a) may be removed at the discretion of the Championship Eligibility Scrutineer.

5.6.8 **Instruments:**

a) Additional competition instrumentation may be added to replace standard instrumentation fitted by the manufacturer. This may only be fitted within the existing cut out areas in the standard dash panel (i.e. the speedometer binnacle or the apertures created by the removal of heater controls / audio equipment)

b) Instrument pods other than those supplied as standard are not permitted.

5.7 **Engine:**

5.7.1 The engine must be as fitted by the manufacturer as standard for that vehicle model.

5.7.2 Manufacturers standard petrol, diesel or LPG combustion systems must be used.

5.7.3 Where forced induction is utilised as a standard manufacturer's item, then forced induction is defined as manufacturer production fitted turbo or super charger(s) on either petrol or diesel engines. Aftermarket fitted forced induction is not permitted.

5.7.4 Where a manufacturer does not fit engine oil sump baffling as a standard item, this may be fitted

- 5.7.5
- a) The manufacturers standard fitted camshaft must be retained
 - b) The manufacturers standard fitted pistons must be retained
 - c) No polishing or porting is permitted
 - d) No additional balancing of engine components is permitted
 - e) The manufacturers standard fitted ECU must be retained. ECU mapping is permitted.
 - f) The Air Conditioning Compressor may be removed.

5.7.6 The standard engine position must be retained using original engine mountings.

5.7.7 **Oil / Water Cooling:**

a) Additional engine oil cooling is permitted by the fitment of an aftermarket oil cooling radiator and piping. The exterior bodywork and silhouette must not be changed by the installation of additional engine cooling components.

b) It is permitted to use anti-freeze in the engine cooling system.

5.7.8 **Induction Systems:**

a) The manufacturers standard fitted induction system must be retained (excluding hoses)

b) All air to be used for combustion must pass through an air filter, fitted within the manufacturers standard induction system

c) Air filtration material is free.

d) The addition, removal or modification of any material to any component in the air intake system or any of its components is prohibited except under 5.7.8(c).

e) Where forced induction is utilised, the parts, location and operation of the intercooler system must remain as fitted by the manufacturer as standard for that vehicle model. Any faulty, restricted, dislodged, or leaking pipe work may be deemed a breach of the Technical Regulations. Additional cooling or aiding of the air intake system and / or air intake charge (other than the standard intercooler system) is prohibited. No additional plumbing into this system will be authorised.

5.7.9 Exhaust System:

- a) The manufacturers standard fitted exhaust manifold must be retained.
- b) The exhaust system, downstream of the manifold is free provided that 2010 MSA Competitors' Yearbook Regulations and 5.7.9(c) are respected.
- c) All cars must be fitted with a fully working catalytic converter.

5.7.10 Ignition Systems and Electronic Control Unit:

- a) The manufacturers standard ignition systems and ECU equipment must be retained. ECU re-mapping is permitted, but only where it is possible to do so using the ECU supplied by the manufacturer as standard OE equipment. It is not permitted to fit a "piggy back" ECU or an alternative ECU for the purposes of altering the mapping.
- b) The Championship Eligibility Scrutineer reserves the right to remove the ECU from the Car for inspection at anytime. Also, ECU's may be impounded at anytime by the Championship Eligibility Scrutineer or his nominated representative for inspection at a later date.
- c) The Championship Organisers retain the right to request the fitment of data acquisition before qualifying or a race at any Championship meeting or at any Official Test day.

5.7.11 Fuel delivery Systems:

- a) The manufacturers standard fuel delivery systems must be retained.
- b) No part of the fuel system or related components may be modified, altered or relocated in any way.
- c) Fuel line performance enhancing aids are prohibited.

5.8 Suspension:

5.8.1 General:

- a) All suspension components must remain 'as fitted' by the manufacturer except for springs (see 5.8.7), shock absorbers (see 5.8.2) and front shock absorber top mounts which may only be changed as detailed.
- b) Deformed suspension members will be inspected by the Championship Eligibility Scrutineer or his nominated representative and may be required to be replaced at his discretion.
- c) The fitting of non standard plastic or composite bushes and rose joints is prohibited
- d) In the case of wishbone type suspension it is permitted (only with the prior written approval of the Eligibility Scrutineer) to achieve up to 3 degrees negative camber, which must then be non-adjustable

5.8.2 Shock Absorbers:

- a) After market shock absorbers of the same type as fitted by the manufacturer may be used to replace those originally fitted. Two way only adjustment is permitted, as in bump and rebound.
- b) 'Coil over' shock absorbers are not permitted unless fitted as standard by the manufacturer.

5.8.3 Top Suspension Mounts:

- a) Replacement front top suspension mounts are permitted.
- b) Fully adjustable top suspension mounts are not permitted.
- c) Original suspension mount fixing points must be utilised, no modifications to the mounting / fixing points are permitted.

5.8.4 **Anti-Roll Bars:**

- a) The manufacturers standard front and rear anti-roll bar for the model in question must be retained.
- b) No additional material of any kind may be added to or carried in, on or connected to the Anti-roll Bars in any way. No additional bolts, fixings, coating or mounting modifications are authorised.

5.8.5 **Ride Height:**

- a) At all times, including at Official Tests Cars must conform to the minimum ride height, of 75mm to the lowest point of vehicle, excluding the exhaust system and its associated mountings, measured with the Driver seated in the vehicle
- b) Ride height will be measured on any reasonably flat surface as deemed by the Championship Eligibility Scrutineer or his nominated representative. In the event of any discrepancy the circuit designated flat patch will be used to make any final judgement. The Championship ride height roller will be available to Competitors during the event for their use.
- c) Cars will be measured with the vehicle and Competitor in the condition in which they cross the finish line or at any other time during the Event and without the removal of any solid or fluid matter including fuel. For the purpose of this regulation, event, qualifying or race is deemed to include any transfer to a place of post session scrutiny, as directed by an official.

5.8.6 **Ride Height Adjustment:**

- a) Front ride height may be adjusted on the Damper tube. No other form of adjustment, spacer or lifting / lowering device is permitted.
- b) Rear ride height may be adjusted by way of an adjustable spacer. Other than spring length and spacer, no other form of adjustment or lifting/lowering device is permitted.

5.8.7 **Springs:**

- a) Spring rates are free.
- b) Original spring mounting points must be utilised, no modifications to the mounting/fixing points are permitted.

5.8.8 **Vehicle Geometry:**

- a) All vehicle Geometry settings must remain as standard except for 5.8.8(b), 5.8.8(c), 5.8.8(d), 5.8.8(e)
- b) Rear camber may be adjusted to a maximum of 3.0° negative, using 'as fitted' parts. No modification to these parts is permitted.
- c) Rear toe is free using 'as fitted' parts. No modification to these parts is permitted.
- d) Front camber may be adjusted to a maximum of 3.0° negative using parts in accordance with 5.8.3.
- e) Front toe is free using 'as fitted' parts. No modification to these parts is permitted.
- f) Only the camber angle may be adjusted.

5.8.9 **Wheelbase:**

- a) The wheelbase must remain standard to the manufacturer specification.
- b) Wheel spacers are not permitted, unless required by 5.12.1(c).

5.9 **Transmission:**

- 5.9.1 The manufacturers standard transmission, gear ratios, and final drive must be retained excluding traction control devices which must be removed. For the avoidance of any doubt, limited slip differentials are not permitted even if it is fitted as standard equipment by the manufacturer.
- 5.9.2. Clutch friction material is free.
- 5.9.3 Paddle, electronic or pneumatic gear shifts are prohibited, except for "special cases" as may be determined by the organisers.
- 5.9.4 All Cars must be equipped with a reverse gear, in normal working order. It must be selectable at anytime during the Event by the Competitor seated in his normal driving position, with the engine running.

5.10 Electrical:

5.10.1 Wiring Loom:

a) The wiring loom and associated parts must be as the manufacturers standard wiring loom for the vehicle in question, with the exception of any changes required to allow for the fitment of items under 5.6.8 and 5.10.6.

b) Where it is permitted to remove items of equipment, the wiring supplying / controlling that item of equipment may only be removed from the last wiring loom connector prior to the item of equipment in question.

5.10.2 The chassis must operate with a 12 volt electrical system at all times.

5.10.3 Vehicle Onboard Starter:

Engines are to be started at all times by the Vehicle Onboard Starter except that the use of an external portable slave battery is permitted to aid start up only in the paddock, assembly area, pit lane and on the grid..

5.10.4 Battery:

a) The battery and starter motor must be capable of performing a number of repetitive starts.

b) The battery make is free.

c) The Battery position and orientation is free within MSA Regulations, (J 5.14.1 to 5.14.7 applies).

5.10.5 Charging Circuit:

a) Use of the 12-volt (nominal) 'standard' alternator, as supplied is compulsory.

b) The Charging Circuit must be connected as supplied and operational as intended by the Manufacturer at all times whilst the Engine is running.

5.10.7 Exterior Lighting:

a) All vehicles must have the following fitted:-

- i) A minimum of two forward facing main headlights.
- ii) A minimum of two rear facing red tail lights.
- iii) All front and rear orange direction indicators.
- iv) A minimum of two rear facing red brake lights.
- v) A rear facing red high intensity fog light (or two where two are fitted as standard equipment by the vehicle manufacturer in question), (K 5.1 to 5.2 applies)

b) Lights detailed in 5.10.7(a) must use original lenses and be in working order throughout the entire Event.

c) Other than as specified in 5.10.7(a) any additional external lighting may be removed but associated apertures (i.e. those intended for supplementary front fog lights) may only be closed off - not used for additional cooling other than in 5.11.8.

d) Lights as detailed in 5.10.7 (a), i), ii) and v) must be illuminated when visibility is reduced or when so instructed to do so by the Clerk of the Course.

5.11 Brakes:

5.11.1 In all classes, the manufacturers standard brake calipers and discs must be retained unless:-

a) An up-rated braking system, with maximum dimensions as detailed in 5.11.2 & 5.11.3, is readily available for the model in question through a retail outlet of the vehicle manufacturer in question, but only as a showroom upgrade or as an optional extra.

b) An up-rated braking system as manufactured by AP Racing, with the maximum dimensions as detailed in 5.11.2 & 5.11.3 is fitted.

5.11.2 Disc details:-

Maximum permitted diameter: 343mm

Maximum permitted thickness: 28mm

5.11.3 Calliper Details:-

AP Racing four pot part number: Cp6628 – 2/3 SOBK (Trailing), Cp6628 – 4/5 SOBK (Leading)

5.11.3 A brake bias system may be fitted but may not be operable by the Driver from within the vehicle

5.11.4 The handbrake, master cylinder and pedal box must be as originally produced by manufacturer.

5.11.5 Where fitted as 'standard' to the particular vehicle by the manufacturer ABS brake systems are permitted.

5.11.6 Brake pipes and associated connectors are free.

5.11.7 Brake friction material and control fluid is free.

5.11.8 It is permitted to fit ducting to assist with the forced air cooling of the front brake assemblies only. This ducting may be directed from the front fog light apertures (where originally fitted) or from the upper or lower radiator aperture but no additional apertures may be cut into the bodywork for this purpose.

5.12 Wheels and Steering:

5.12.1 **Wheels:**

a) The manufacturers standard supplied steel or alloy wheels may be retained or may be replaced by the fitment of Rimstock Pro Race 1.2 wheels as an alternative. Wheels may only be fitted in sets of four. No other wheels may be used.

b) No modification or additions to wheel rims will be allowed other than recognised balancing methods.

c) The fitting of wheel spacers [one per side] to the front axle [only] is permitted to enable the fitting of the AP Racing callipers detailed above. These spacers should be on a minimum dimension to enable the correct clearances to be maintained between the calliper and the wheel.

d) Refurbishment of wheels is prohibited except for repair following damage.

5.12.2 **Steering:**

The addition of any devices to aid the cooling of or alter the pressure of the power steering system is prohibited.

5.12.3 **Steering Lock:**

If the vehicle is fitted with a steering lock, it should be rendered inoperative, unless the vehicle is driven to the circuit on the highway, (MSA Regulation Q 19.6 applies).

5.12.4 Steering Wheel:

Steering Wheel type is free but must have a continuous circumference rim shape, complying with MSA Regulation (J 5.7.1 to 5.7.2) and comply with the requirements of MSA Regulation (Q 19.6).

5.13 Tyres:

- 5.13.1 The control tyres for the Championship are manufactured by Dunlop. When a completed registration into the Championship is received, Dunlop will specify the size, type and part number for the tyres for the registered car. Such specification must be followed without exception.
- 5.13.2 The only tyres specified as eligible for use in any official session (practice, qualifying and race) for all cars in all classes is the Dunlop 'Direza' or other Dunlop brand nominated by the Organisers via an official Championship bulletin.
- 5.13.3 The Championship Organisers reserve the right to nominate an alternative specification tyre if the conditions arise.
- 5.13.4 Tyres must have a minimum tread depth of 1.6mm across three quarters of the width of the tread, at all times during the event. In the event of any doubt a Dunlop representative nominated by the Eligibility Scrutineer will be the final arbitrator of any disputes.
- 5.13.5 Other than buffing, no alteration to any of the tyres from the manufacturers' specification is permitted.
- 5.13.6 Re-cutting, re-grooving or in any other way modifying the tread pattern is not permitted.
- 5.13.7 All the manufacturers' data must be clearly visible. Buffing of sidewalls to remove manufacturer's data is prohibited.
- 5.13.8 During events, it is permitted to manually scrape tyres in order to remove pick-up and debris only. The use of a hand-held heat gun is authorised for this purpose.
- 5.13.9 Except for buffing, tyres must only be used in the standard condition as supplied by the manufacturer. The application of any material or substance (liquid, solid or gas) to any part(s) of the tyre, is therefore forbidden at all times. The only exceptions are the use of pure domestic water and household detergent for washing purposes, lubricant applied to the tyre bead for fitting purposes and nitrogen and / or compressed air of atmospheric composition to inflate the tyre.
- 5.13.10 The Championship Eligibility Scrutineer reserves the right to take samples of tyre material at anytime for scrutineering purposes.
- 5.13.11 It is not permitted to use any means to artificially alter the temperature of tyres and wheels away from ambient at anytime during any Meeting or Official Test session, other than by the natural addition of heat resulting from permitted driving on the circuit and 5.13.8 above.

5.14 Weights:

- 5.14.1 Prior to the first event the vehicle in the condition in which it will be during an Event will be weighed to determine the 'Base' weight.
- 5.14.2 The 'Base' weight obtained in 5.14.1 may be used by the Championship Organisers to calculate the BHP / tonne figure.
- 5.14.3 The 'Base' weight obtained in 5.14.1 shall be the minimum weight for the vehicle for the remainder of the season, unless adjusted by the Championship Organisers. Failure to respect the minimum base weight will automatically be deemed not to comply with the Technical Regulations.
- 5.14.4 The 'Base' weight in 5.14.3 is in the condition in which the vehicle crosses the finish line or at any other time during the Event and without the removal of any solid or fluid matter including fuel. For the purpose of this regulation, event, qualifying or race is deemed to include any transfer to a place of post session scrutiny, as directed by an official.

- 5.14.5 If ballast is fitted in order to compliment the 'base' weight requirements it can only be added by use of the Championship Specification "ballast blocks" within the Championship "Ballast Box".
- 5.14.6 All ballast must be carried within the Championship "Ballast Box". The Championship Specification Ballast Box must be fitted behind the area normally occupied by the passenger seat. The Ballast Box must be fitted using the nuts, bolts and straps supplied with the kit.
- 5.14.7 It is the responsibility of the entrant/driver to ensure that they have sufficient ballast available to meet their needs at any time during the event, this includes both success and performance ballast.
- 5.14.8 The Championship Organisers reserves the right to award Performance Ballast to individual Competitors in an effort to equalise performance. This ballast will be awarded in increments of 9kg and the ballast must be carried in the Championship Ballast Box in conjunction with any success ballast awarded.
- 5.14.9 Success Ballast
- a) Any vehicle may be required to carry success ballast as a performance equalisation measure. Such success ballast will be specified from by the Technical Committee based upon the performance of the car in competition. Any vehicle which fails to carry the success ballast specified by the Technical Committee will automatically be deemed not to comply with the Technical Regulations.
 - b) Championship success ballast will not be applicable for the first race of the first event of the season and where possible Competitors will be informed by bulletin of the amount of weight they must carry as a result.
 - c) There will be no accumulation of success ballast weight.
 - d) The Championship success ballast weight awarded after the final Race at any event will be effective for any practice sessions, official qualifying session and the First Race at the following event.
 - e) The Championship success ballast weight handicap will be applied as follows:
 - i) To the first five Drivers in each class of the classified finishing order at the end of the first race at each event, prior to any judicial actions, to be carried in race two
 - ii) To the first five Drivers in each class of the classified finishing order at the end of the second race at each event, prior to any judicial actions, to be carried in race three
 - iii) To the first five Drivers in each class of the Drivers Championship at the end of an event, following the conclusion of any judicial actions, to be carried in accordance with 5.14.8(d) above
 - iv) The weight to be carried will be allocated according to the following scale: -

1st: 45kgs	2nd: 36kgs	3rd: 27kgs	4th: 18kgs	5th: 9kgs
6th or lower or not classified or non-participant: 0kgs				
 - f) The success ballast handicap is carried in addition to the 'Base' weight of the car as defined in 5.14.1.
 - g) The Championship Organisers reserves the right to review the weight handicaps at any time during the Championship.

5.15 Fuel Tank / Fuel:

5.15.1 Fuel Tank:

- a) All fuel tanks and associated fittings must remain as originally supplied by the manufacturer and be fitted in the correct location and orientation and may not be replaced for one of a different material, modified or altered in any way.
- b) All cars must conform to the current MSA requirements as detailed in the 2010 MSA Competitors' and Officials' Yearbook Regulation (K 6 to 7.4.refers).
- c) It is permitted to fit a fuel tank protection guard, its sole function must be the protection of the fuel tank. The design of the guard must be agreed with the Eligibility Scrutineer in writing, before being fitted to the car.

5.15.2. Fuel:

- a) Cars may utilise any type of Pump fuel (Unleaded, LPG or DERV) as defined in the Terminology Section of the 2010 MSA Competitors' and Officials' Yearbook

b) Where LPG (Liquid Petroleum Gas) is used, this must be on a vehicle equipped as a 'dual fuel' vehicle using a manufacturer's original equipment option. Aftermarket LPG conversions are not permitted

c) Any storage of fuel onboard the vehicle at a temperature below ambient temperature is forbidden. The use of any specific device (whether onboard or otherwise) to decrease the temperature of the fuel below the ambient temperature is forbidden.

d) After each qualifying and race a minimum of 3 litres of fuel from the fuel cell of the competing Car must be available to Championship Eligibility Scrutineer for analysis should he so wish.

5.15.3 The Championship Organisers will designate a supplier of Unleaded Pump Fuel who will be required to supply a high quality, consistent and traceable fuel for each Event. The Championship Organisers reserve the right to nominate an alternative supplier, if the conditions arise, however the nominated fuel supplier for 2010 is Anglo American Oil Company Ltd.

5.15.4 During an Event all Entrants/Drivers using Unleaded Pump Fuel may only use fuel supplied by the designated supplier, which is deemed the Control Fuel. The onus is on the Entrant/Driver to ensure that they have a demonstrable audit trail for any fuel purchased.

5.15.5 Once supplied nothing may be added to the fuel. Additionally refuelling is not permitted during qualifying, on the starting grid or during a race.

5.15.6 Fuel testing may be carried out at any time before, during or after an Event on the instruction of the Championship Clerk of the Course or Championship Eligibility Scrutineer. Fuel testing will be carried out in accordance with MSA Competitors' Yearbook 2010.

5.15.7 The Championship Eligibility Scrutineer or his appointed representative will take a sample of approximately from the nominated supply and will seal the container. Fuel samples taken from competing cars will be analysed against this sample. The fuel from the cars must in all respects be identical with the original sample.

5.15.8 Where facilities exist to carry out comparison testing at the circuit, a sample will be taken from the car that will be retained in Parc Fermé until the results are declared. If the test shows any discrepancies then formal samples will be taken and be sent for further analysis.

5.15.9 Entrants/Drivers must ensure that no fuel contamination occurs. Failure to comply with these fuel Regulations will be the subject of a report to the Championship Clerk of the Course and the Entrant/Driver will be deemed to be in breach of these Technical Regulations.

5.16 Silencing:

5.16.1 All cars must conform to the current MSA requirements as detailed in the 2010 MSA Competitors' and Officials' Yearbook Regulations (J 5.16.1 to 5.18.11 refers).

5.16.2 The exhaust system, downstream of the manifold is free provided that 5.16.1 is respected and a catalytic converter is fitted.

6. APPENDICES:

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

6.1 Contacts details:

Organising Club:

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

Championship Coordinator:

Nicola Bush BARC, Thruxton Circuit, Andover, Hampshire, SP11 8PN
Tel: 01264 882210 Fax: 01264 882233 E-mail: nbush@barc.net

Championship Eligibility Scrutineer:

Ron Humphreys 8 Kendall Drive, Great Sutton, Ellesmere Port, CH66 4SX
Tel: 01513 398433 E-mail: ronhumphreys.motorsport@virginmedia.com

Championship Technical Consultant:

John Maguire E-mail: johnmaguire01@btinternet.com

Championship Control Tyre Supplier:

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

Championship Fuel Supplier:

Anders Hildebrand Anglo American Oil Company Ltd, Sandford, Wareham, Dorset, BH20 7QE
Tel: 01929 551557 Fax: 01929 551567 E-mail: racing@aaoil.co.uk

Rimstock Wheel Supplier:

Mark Wain Rimstock PLC, Church Lane, West Bromwich, West Midlands, B71 1BY
Tel: 01215 252525 Fax: 01215 531083 E-mail: mwain@rimstock.com

6.2 Event Format

A minimum of 1 x 20 minute Qualifying Session

Three races scheduled to be each of 20 minutes duration

The grid for race 1 is determined by the fastest times achieved during qualifying

The grid for race 2 is determined by the classified results of race 1 after the completion of judicial matters

The grid for race 3 is determined by the classified results of race 2 after the completion of judicial matters, with the first “x” places being reversed where “x” is a number between 4 and 8 determined by a number being drawn on the podium by the winner of race 2

6.3 Commercial Undertakings

6.3.1 Role of the Technical Committee

6.3.1.1 The Championship Technical Committee is empowered by the Entrant / Driver registering for the Championship to undertake regular review of these technical regulations and various technical matters contained within them. Any decision made by the Technical Committee will be relayed to the Championship Coordinator who will then issue an official Championship bulletin to relay the decision to all Competitors.

6.3.2.2 The Championship Technical Committee will be the sole arbiters of all technical matters and as such all decisions made by the Technical Committee will be deemed to be binding on all parties involved.

6.3.2 Advertising

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

6.3.3 Publicity

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

6.3.4 Cameras

- 6.3.4.1 In-car or on-board cameras for either broadcast or judicial purposes supplied by the Organisers, possibly in conjunction with the nominated television company, must be fitted during an event when asked to do so and must take precedent over any other camera which a competitor may wish to fit. Once fitted, the cameras must not be tampered with in any way and remain the property of the Organisers and will be required to be returned at the end of the Event. Entrants will be charged for repair or replacement of the cameras due to accident damage, misuse or loss at any time during the Event.
- 6.3.4.2 The onus is on the Entrant to ensure that the judicial camera is positioned to record the view through the front screen is switched on and recording for all races, which must be done before the two-minute to race start signal. Failure to have the camera either positioned or working correctly may lead to a fine in accordance with 6.3.4.4 below.
- 6.3.4.3 Details of the specification, installation and operating procedures for the judicial camera will be made available to all Entrants via a Bulletin. Any other in-car or on-board camera, still or motion picture camera will only be permitted with the written authority of the Championship Coordinator and this permission must be applied for in advance of the event.
- 6.3.4.4 Any action by an Entrant/Driver to render any in-car or on-board camera inoperable will result in a fine being imposed by the Championship Coordinator of a minimum of £500 for each and every offence at their discretion.

6.3.5 Numbers and Championship Decals:

6.3.5.1 Positions:

Race numbers must be displayed on each side of the vehicle (on the front doors) and straight on the bonnet, when stood in front of the car. Race numbers will be allocated in accordance with the following structure with no other numbers permitted except for number 1 (one) which is reserved for the sole use of the winning Driver (not team) from the 2010 Championship.

Class A:	2 – 29
Class B:	30 – 49
Class C:	50 – 79
Class I:	80 – 99

6.3.5.2 Primary Sponsors:

All cars must carry Dunlop decals as indicated by the Organisers along with BARC shield badges which must be affixed to the car in accordance with Appendix B.

6.3.5.3 Other Nominated Suppliers:

Other Suppliers / Sponsors decals will be available at the first event for which the car is entered. All cars must carry additional supplier / sponsor branding where indicated by the Organisers.

6.3.6 Tyres:

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

2010 DUNLOP SPORT MAXX PRODUCTION CUP

7.1 SPECIFICATION SHEET FOR VEHICLE

Please send this specification sheet with the Registration Form and Fee to:

Nicola Bush: Championship Coordinator, BARC, Thruxton Circuit, Andover SP11 8PN

This form must be completed in full and have a photo attached. Any unanswered items will result in the form being held in abeyance, in accordance with 1.4.4, until fully completed.

Entrant / Driver: _____ Championship (car) No: _____

Vehicle Manufacturer: _____ Model: _____ No of Doors: _____

Class Entered: Class A: Class B: Class C:

Year of vehicle manufacture: _____ Vehicle in Production between (years) : _____

Road Wheel Diameter: _____ Manufacturer OE Tyre Size: _____

Chassis No (VIN): _____ Engine No: _____

Engine capacity: _____ Number of cylinders: _____ Carb or inject: _____

Number of valves per cylinder: _____ Turbo or Supercharged ? : _____

(Attach a colour photograph of the car here please.)

We urge all Entrants / Drivers to ensure that the specification as detailed above is correct in respect of the vehicle entered, that the class entered is correct as per 6.2, and the age / model of the vehicle is correct as per 5.1.4.

2010 DUNLOP SPORT MAXX PRODUCTION CUP

7.2 REGISTRATION FORM

Pease complete using capital letters

NAME OF DRIVER: _____

ADDRESS: _____

_____ POSTCODE: _____

TEL (DAY): _____ (EVE): _____

MOBILE: _____ E MAIL: _____

DATE OF BIRTH: _____ NATIONALITY: _____

COMPETITION LICENCE No: _____ GRADE: _____

BARC MEMBERSHIP No: _____ EXPIRY DATE: _____

NAME OF ENTRANT: _____
(If different from above)

ADDRESS: _____

_____ POSTCODE: _____

TEL (DAY): _____ (EVE): _____

MOBILE: _____ E MAIL: _____

ALL CORRESPONDENCE SHOULD BE SENT TO: DRIVER ENTRANT

CLASS ENTERED: Class A: Class B: Class C: PREFERRED
NUMBER 2 – 29 30 – 49 50 – 79 NUMBER _____

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

To be completed by all registering applicants:

I wish to register for the 2010 DUNLOP SPORT MAXX PRODUCTION 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 and failure to do so may render me liable to exclusion from the Championship.

SIGNED: _____ DATE: _____

2010 DUNLOP SPORT MAXX PRODUCTION CUP

7.3 Registration Fee Payment Schedule

Pease complete using capital letters

NAME OF DRIVER: _____

SCHEDULE 1: Payment in full

This option allows you to pay, by 1st February 2010, the registration fee for the whole of the season in one up-front payment and as such entitles you to a discount of 10% of the total registration fee.

Total payable = £4,500 – 10% = £4,050

SCHEDULE 2: Staged payment

The option allows you to spread the payment over the season in three simple steps.

Step 1: By 1 st February 2010	£1,500
Step 2: By 1 st April 2010	£1,500
Step 3: By 1 st July 2010	£1,500
Total payable	£4,500

I elect to pay the Championship registration fee according to schedule 1 / 2 * (*delete as applicable) and hence:

The payment of as indicated by the schedules above is made by:

- 1. Made by cheque(s) payable to B.A.R.C. for the sum(s) indicated

- 2. I authorise the B.A.R.C. to take payment of the sum above from the credit / debit card given below, on the date(s) noted above

PAYMENT BY VISA / ACCESS / SWITCH / DELTA / MASTER CARD - RING WHICH TYPE

Card Security Code

last 3 digits printed on card signature strip

Start Date	Expiry Date	Issue No.	Card Holders Signature	Issuing Bank	Payment
/	/				£
(Month / Year)		(Switch only)		(Name of Bank or Building Society that issued the card)	

Name of Card Holder: _____ Contact Tel No. _____

Card holders Address _____

Postcode: _____

For office use only:

Paid by: *cheque / credit card / debit card* Date processed: / / 2010

APPENDIX A

2010 DUNLOP SPORT MAXX PRODUCTION CUP

PERMITTED VEHICLES

This appendix is designed to provide a guide to the vehicles which have been eligible to compete within the Championship to this point in time. The list may include some revisions to classes in which cars have previously competed at events but should be taken as the current position of the Championship Technical Committee. The vehicles listed are categorised into classes using BHP / tonne figures quoted in EVO Magazine for the model in question which is given alongside each vehicle.

Any vehicle not listed below should be deemed to be ineligible until a request for its inclusion and subsequent approval leads to the list being revised which may be done at any time via an official Championship Bulletin.

Class A: 161 to 210bhp per tonne

<u>Cars used in 2008</u>	<u>:BHP / Tonne</u>	<u>- Notes</u>
BMW M3 E46	: 219	- ballasted to 210
Ford Focus ST 170	: 162	
Mini Cooper S	: 203	
Nissan 350z	: 205	
Renault Clio 182	: 165	
Renault Megane R26 230	: 171	
SEAT Leon Cupra	: 175	
Vauxhall Astra VXR	: 173	

Class B: 131 to 160bhp per tonne

<u>Cars used in 2008</u>	<u>:BHP / Tonne</u>	<u>- Notes</u>
BMW 120d	: 116	- previously in class A
MG ZR 160	: 147	
Renault Clio 172	: 156	
Seat Leon FR	: 141	
Vauxhall Corsa SRi	: 140	

Class C: Up to 130bhp per tonne

<u>Cars used in 2008</u>	<u>:BHP / Tonne</u>	<u>- Notes</u>
Alfa 147 MultiJet	: 115	
Fiat Punto HGT	: 120	
Mini Cooper	: 113	
Peugeot 106 GTi	: 128	
VW Lupo GTi	: 128	

APPENDIX B

2010 DUNLOP SPORT MAXX PRODUCTION CUP

PERMITTED VEHICLE LIVERY

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