

1. SPORTING REGULATIONS - GENERAL

1.1 Title and Jurisdiction

The Performance and Economy Chip Tuning Sports/Saloon Championship is organised and administered by the British Automobile Racing Club (North Western Centre) in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

MSA Championship Permit No. CHR2009/100

Race Status : National B

MSA Championship Grade C

1.2 Officials

1.2.1 Co-ordinator : John Leck
30 Glendyke Road
Liverpool
L18 6JR
Telephone : (Home) 0151 475 9237 (after 6.00pm)
(Mobile) 07709 665344
e-mail : johnleck.racing@hotmail.co.uk

1.2.2 Licenced Eligibility Scrutineer : David Taylor
Mission House,
Broadhead
Edgeworth
Bolton
Lancs
BL7 0JQ
Telephone (Home) : 01204 852107
(Mobile) : 07870 584427
e-mail : davetmotorsport@aol.com

1.2.3 Championship Stewards : Mr. D. Wells
Mr. T. Dooley
Mr. E. Jones

1.3 Competitor Eligibility

- 1.3.1 Entrants must be fully paid up valid membership card holding members of the B.A.R.C.(N.W.) and in possession of a valid 2009 MSA Entrants Licence.
- 1.3.2 Drivers and Entrant/Drivers must be fully paid up valid membership card holding members of the B.A.R.C.(N.W.), be Registered for the Championship and be in possession of valid MSA Competition (Racing) National B Licences (or higher).
- 1.3.3 All necessary documentation must be presented for checking at all rounds when signing-on.

1.4 Registration

- 1.4.1 All drivers must register for the Championship by returning the Registration Form to the Co-ordinator prior to the closing date for entries for the first round being entered. If the car details change during a season an updated form must be completed and sent in before the closing date for entries for the first meeting the revised car is entered. A separate form must be completed for each car entered and must be sent in by the closing date for entries for the first meeting it is entered. It is the drivers responsibility to provide additional details of the car above that required on the Registration Form if required by the Championship Co-ordinator.
- 1.4.2 There is no Registration Fee.
- 1.4.3 Registrations will be accepted from 1st January 2009 until the final closing date prior to the last round of the Championship. Only drivers who have registered on or before the fourth round of the Championship will be eligible for points. Drivers registered after this date will be eligible for trophies, and will count as a starter when determining the number of starters in a class. Drivers registering before this date will be permitted to register another car after this date and score points with this car (rule 1.6.4 applies for cars in different classes)
- 1.4.4 Registration numbers will be permanent Competition numbers for the Championship. Drivers must display the class letter in an unobscured position adjacent to their competition numbers.

PERFORMANCE AND ECONOMY CHIP TUNING SPORTS/SALOON CHAMPIONSHIP 2009

1.5 Championship Rounds

The Performance and Economy Chip Tuning Sports/Saloon Championship will be contested over 12 rounds as follows :

Round	Date	Circuit	Organising Club/Centre
1/2	28 th March 2009	Oulton Park	BARC (NW) – Double Header
3	26 th April 2009	Cadwell Park	BARC (HQ)
4	23 rd May 2009	Oulton Park	BARC (NW) – Dave Simpson Memorial Trophy
5	20 th June 2009	Oulton Park	BARC (HQ)
6/7	11 th /12 th July 2009	Croft	BARC (HQ) – Double Header
8/9	8 th /9 th August 2009	Anglesey	BRSCC – Double Header
10	13 th September 2009	Mallory Park	BARC (HQ)
11/12	26 th September 2009	Oulton Park	BARC (NW) – Double Header

1.6 Scoring

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

At each round in each class : 6-4-3-2 plus 1 for each additional finisher, plus 1 for fastest lap.

Should the number of starters in a class be less than 4, then 1 point will be deducted for each starter less than 4.

The number of starters will include all registered drivers, both those eligible for points and those not.

If a driver not registered for points finishes in a points scoring position they shall be ignored in the allocation of points, other drivers will move up for allocation of points.

The final round of the Championship - will be for double points.

At all rounds, other than those at Oulton Park, drivers who start the race will receive 3 points in addition to those earned at the finish of the race. These points will be known as “Away Round Starter Points”. These points will not be doubled if a joker is used at one of these rounds. In order to be classified as a starter a driver must take up his position on the grid after the green flag lap. If the race is red flagged and the initial start is deemed null and void being on the first race grid will count as a start.

The overall Championship positions will only be determined from classes A - F and not from the pseudo classes described in 1.6.6 below.

1.6.2 The totals from all qualifying rounds less 2 will determine final Championship points and positions. Plus all “Away Round Starter Points”.

1.6.3 Ties shall be resolved using the formula in G11 in the 2009 MSA Yearbook.

1.6.4 Drivers may score points in different classes but they may not add points scored in different classes together to determine their final Championship points and position.

1.6.5 Each registered driver will be able to nominate one round to be that driver’s Joker round. At the nominated round the driver will score double points (including fastest lap if appropriate). “Away Round Starter Points” will not be subject to doubling. This nomination must be made to the Championship Co-ordinator or a Championship Committee member prior to the start of practice for the race (or races in the case of a double header meeting with one practice session) being nominated using the appropriate form. No change to the nominated round can be made even if the driver fails to start. A driver will however be able to nominate another round if the initially nominated round is cancelled. Drivers may not nominate the final round of the Championship as a joker round.

1.6.6 In addition to classes A - F, if there are at least four similar cars (same manufacturer) registered in either the same class or more than one class by the sixth round then, at the discretion of the Championship Committee, a class (or classes) may be run for these cars. Once sufficient cars have registered to form one of these pseudo classes the drivers will be notified by the Championship Co-ordinator. Points will be scored from the first round after the class (or classes) has been formed. Point scoring will be as for standard classes with the exception that jokers will not count, no points will be awarded for fastest lap and all rounds will count. At the end of the season the class winners will receive £25 and a trophy with second in class also receiving a trophy. Drivers in these pseudo classes score points in their normal classes as normal.

1.7 Awards

1.7.1 All awards will be provided by the B.A.R.C.(N.W.)

1.7.2 At each round in each class : Trophies (plus garland or champagne) to 1st, Trophies to 2nd and 3rd.

1.7.3 At the end of season : Overall : 1st - £150 plus trophy; 2nd - £75 plus trophy; 3rd - £50 plus trophy.
In each class : 1st £75 plus trophy; 2nd - £50 plus trophy; 3rd - £25 plus trophy.
All trophy winners will also receive one free ticket to the Annual B.A.R.C.(N.W.) Dinner Dance in January 2010.

1.7.4 Bonuses : NONE.

PERFORMANCE AND ECONOMY CHIP TUNING SPORTS/SALOON CHAMPIONSHIP 2009

1.7.5 Presentations :

Garlands or Champagne (organising club can chose which) and trophies (provided by BARC(NW)) are to be provided for presentation at the end of each race or at an end of meeting presentation ceremony.

1.7.6 Entertainment Tax Liability :

In accordance with current government legislation, the B.A.R.C.(N.W.) is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women.

That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or Eire. This means that, as the organiser, the B.A.R.C.(N.W.) is required to deduct tax at the current rate applicable from any such payments that they make to non-UK residents.

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

For further information contact :- The Inland Revenue, Foreign Entertainers Unit, Centre for Non-Residents, St. John's House, Merton Road, Merseyside L69 9BB, Tel. 0151 472 6488, Fax. 0151 472 6483.

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 B.A.R.C.(N.W.) in good condition within 7 days.

1.7.8 A trophy will be presented to each driver qualifying (at the relevant meeting) to start in at least the maximum number of rounds less 3. All recipients of this trophy will also receive 1 free ticket to the Annual B.A.R.C.(N.W.) Dinner Dance in January 2010.

1.7.9 Marshals will nominate a Driver of the Day at each B.A.R.C.(N.W.) organised round. At the end of the season the driver with the most nominations will become the 'David Gledhill Memorial Driver of the Year' and receive a trophy.

1.7.10 All trophies will be presented at the Annual B.A.R.C.(N.W.) Dinner Dance in January 2010.

2. SPORTING REGULATIONS - JUDICIAL PROCEDURES

2.1 Rounds : In accordance with Section C(d) of the 2009 MSA Yearbook and B.A.R.C.(N.W.).

2.2 Championship : In accordance with Section C(d) of the 2009 MSA Yearbook and B.A.R.C.(N.W.).

3. SPORTING REGULATIONS - CHAMPIONSHIP RACE MEETINGS & RACE PROCEDURES

3.1 Entries :

3.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry closing dates which will be 21 days before each round.

3.1.2 Incorrect or incomplete entries (including Driver to be Nominated entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Meeting receives the missing or corrected information or fee.

3.1.3 Any withdrawal of entry or Driver/Car changes made after acceptance of any entry must be notified to the Secretary of the Meeting in writing. If Driver/Vehicle changes are made after publication of Entry Lists with Final Instructions the Competitor concerned must apply for approval of acceptance by the Stewards of the Meeting BEFORE Signing-on.

3.1.4 The Entry Fee for each round shall be as detailed in the supplementary regulations. If a driver enters (and does not cancel and thus receive a refund) at least 8 rounds prior to the last double header event at Oulton Park the driver's entry fee for this double header meeting will be discounted by 50%.

3.1.5 In the event of any round being oversubscribed the Organising Club may, in liaison with the Co-ordinator, split the entry into two races. If at the closing date for entries the number of registered drivers entered exceeds the number of starters allowed on the grid then priority will be given to entries in the following way : firstly drivers who have started this year (2009) in priority sequence by number of starts then secondly by order of entry. After the closing date entries will be accepted in order of receipt.

3.1.6 Reserves are to be nominated on the Final List of Entries published with Final Instructions or Amendment Sheet Bulletins. All Reserves will practice and replace withdrawn, retired entries or entries practicing out of session 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 the cars being collected in the Official "Assembly Area" they will be placed at the rear of the Grid and be started without 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 startline or pit lane exit, whichever is the later. Such approval to start MUST be obtained from the Clerk of the Course.

PERFORMANCE AND ECONOMY CHIP TUNING SPORTS/SALOON CHAMPIONSHIP 2009

3.2 Briefings :

Organisers should notify Competitors of the times and locations for all briefings in the Final Instructions for the meeting. Competitors must attend all briefings.

3.3 Practice :

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

Should any Practice 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.

3.4 Qualification :

Each driver should complete a minimum of 3 laps practice in the car to be raced and in the correct session in order to qualify for selection and order of precedence as set out in the MSA Regulation G15. The Clerk of the Course and/or Stewards of the Meeting shall have the right to exclude any driver whose practice times or driving are considered to be unsatisfactory - as per MSA Regulation G15

At race meetings running double header events (i.e. two rounds of the Championship at the same meeting irrespective of whether or not the meeting is over one or two days) where it is not practical to schedule a qualification session for the second round, the grid for the second of the two rounds will be formed based upon the second fastest time in the single qualification session.

3.5 Races :

The standard should be for the race to be a timed race over 20 minutes plus 1 lap, any deviation from this to be discussed with Championship Co-ordinator. Should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the Meeting it shall count as a full points scoring round.

3.6 Starts :

3.6.1 All race start countdowns are to have a minimum elapsed period of 3 minutes from the time all cars are released to form up on the grid to the start of the Green Flag Lap(s) in the formation as specified on the Track Licence for each circuit.

3.6.2 The minimum countdown procedure/audible warnings sequence shall be :-
Standing Starts :-
1 minute to start of Green Flag Lap – Start Engines/Clear Grid.
30 seconds – Visible and audible warning of Green Flag Lap.

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

3.6.4 Any cars removed from the grid after the 1 minute stage or driven into the pits on the Green Flag Lap shall be held in the pitlane and may start the race after the last car to take the start from the grid has passed the startline or pitlane exit, whichever is the later.

3.6.5 Any drivers unable to start the Green Flag Lap or start are required to indicate their situation as per MSA Regulation G53 and any drivers unable to maintain grid positions on the Green Flag Lap to the extent that ALL other cars are ahead of them, may complete the Green Flag Lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.

3.6.6 Excessive weaving to warm-up tyres - using more than 50% of the track width and falling back in order to accelerate and practice starts, is prohibited.

3.6.7 A five second board will be used to indicate that the grid is complete. The red lights will be switched on five seconds after the board is withdrawn.

In the event of any starting lights failure the Starter will revert to use of the National Flag.

3.7 Race Stops :

3.7.1 Should the need arise to stop any race or practice, 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 down to a safe and reasonable pace and to return to the starting grid area which will automatically become a Parc Ferme area.

Cars may not enter the Pits unless directed to do so. Work on cars already in the Pits must cease when a race is stopped.

3.7.2 Case A - Less than two laps completed by the Race leader

The race will be null and void. The race will be restart from the original grid positions. Competitors unable to take the restart may be replaced by reserves who will start from the back of the grid in reserve order. Gaps on the grid should not be closed up. The length of the restarted race will be determined by the Clerk of the Course.

3.7.3 Case B - More than 2 laps completed by the Race leader but less than 75% (in the case of a timed race 75% shall be deemed as 75% of the specified race time and will exclude the "plus 1 lap")

The Race will restart from a grid set out by the finishing order of part one (as per MSA Regulation G23). The result of the race will be the finishing order at the end of part 2. The length of the restarted race will be determined by the Clerk of the Course.

PERFORMANCE AND ECONOMY CHIP TUNING SPORTS/SALOON CHAMPIONSHIP 2009

- 3.7.4 If the leader has completed more than 75% (in the case of a timed race 75% shall be deemed as 75% of the specified race time) of the race distance it shall not be re-started and the results will be declared in accordance with MSA Regulation G23.

3.8 Re-scrutiny :

All vehicles reported involved in contact incidents during races and practice must be re-presented to Scrutineers before continuing in races or practice.

3.9 Pit and Pitlane Safety :

- 3.9.1 Pits : Entrants must ensure that MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.
- 3.9.2 Pitlane : The outer lane or lanes are to be kept unobscured to allow safe passage of cars at all times. The onus shall be on all drivers to take due care and drive at minimum speeds in pitlanes.
- 3.9.3 Refueling : May be carried out in accordance with the MSA G67, 68, 69, 70 Regulations, Circuit Management Regulations and SR's or Final Instructions issued for each Circuit/Meeting.

3.10 Race Finishes :

After taking the Chequered Flag drivers are required to : Progressively and safely slow down, remain behind any competitors ahead of them, return to the Pit Lane Entrance/Paddock Entrance as instructed, comply with any directions given by Marshals or Officials and to keep helmets on and harnesses done up while on the circuit or in the pitlane.

3.11 Results :

All Practice Timesheets, Grids, Race Results are to be deemed PROVISIONAL until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures.

3.12 Timing Modules :

- 3.12.1 All competitors will be required to fit Electronic Self Identification Modules to their cars for the purposes of accurate timing. Holders for these and detailed fitting instructions will be issued with the transponders and it will be the responsibility of the competitor to fit these in the car in the position and manner specified. The Modules must be in place and functioning correctly for all Championship qualifying practice sessions and races. The setting and servicing of these items must only be carried out by properly authorised MSA licensed Timekeepers. Competitors will be charged by the timing company for replacement of the modules due to misuse or loss at any time during the season.
- 3.12.2 Competitors may not place electronic timing equipment within five metres of the official Start, Finish or any other official timing lines at any event or test session/day. Any such equipment placed within these zones will be removed.

4. CHAMPIONSHIP RACE PENALTIES

4.1 Infringements of Technical Regulations :

- 4.1.1 Arising from post practice Scrutineering or Judicial Actions :

Minimum Penalty : The provisions of MSA Regulation [C(d)36].

- 4.1.2 Arising from post race Scrutineering or Judicial Action :

Minimum Penalty : The provisions of MSA Regulation [C(d)39].

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 MSA Regulation [C(d)39].

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

As per 2009 MSA Judicial Procedure Regulations.

5. TECHNICAL REGULATIONS

5.1 INTRODUCTION

The following Technical Regulations are set out in accordance with the MSA specified format and it should be clearly understood that if the following texts do not clearly specify that you can do it you should work on the principle that you cannot.

5.2 GENERAL DESCRIPTION

The Performance and Economy Chip Tuning Sports/Saloon Championship is for competitors participating in Sports/Saloon cars in the following classes :

- Class A - Special Sports and Saloon Cars 2501cc and over
- Class B - Special Sports and Saloon Cars 1601cc - 2500cc
- Class C - Special Sports and Saloon Cars up to 1600cc
- Class D - Modified Sports and Saloon Cars 2501cc and over
- Class E - Modified Sports and Saloon Cars 1601cc to 2500cc
- Class F - Modified Sports and Saloon Cars up to 1600cc

The car determines the class in which the driver is classified as a starter and, if applicable, eligible for championship points.

The Regulations for the SPECIAL SPORTS AND SALOON CARS (Classes A, B and C) are detailed in section 5(a) below.

The Regulations for the MODIFIED SPORTS AND SALOON CARS (Classes D, E and F) are detailed in section 5(b) below.

5(a) SPECIAL SPORTS AND SALOON CAR REGULATIONS

5(a).1 Description

Sports and Saloon Cars which are based upon cars originally homologated for road use and for which at least 25 have been manufactured will be eligible, subject to the approval of the Championship Committee.

If there is any question as to the eligibility of any car it is the driver's responsibility to provide all information required by the Championship Co-ordinator to prove the car's eligibility.

5(a).2 Safety Requirements

The following Articles of MSA Competitors: Safety [C(c)] Safety Criteria Regulations will apply :- Cars must comply with Safety Criteria Nos. [C(c) Production Touring and Sports Cars 31, 32, 33, 34, 35, [C(45) Four Point], [C(c) Appendix 1, Table 56(b), [C(c) 72, 73], [C(c) 75, 76], [C(c) 77 to 86], [C(c) 103 and 104].

All cars shall comply with the safety regulations as they apply to over 2000cc cars be they saloon cars or sports cars.

A Red Warning Light in accordance with [C(c) 69-71] must be fitted.

5(a).3 Chassis

- 5(a).3.1 The wheelbase must be as defined by the manufacturer for the original car with a tolerance of plus or minus 2% or 5cm whichever is the greater
- 5(a).3.2 The driver must be seated completely to one side of the centre line of the car.
- 5(a).3.3 The driver must be able to exit the car unimpeded through both the driver and passenger doors.

5(a).4 Bodywork

- 5(a).4.1 The silhouette as seen in the side elevation must remain unaltered above the road wheel hub centres of the original production car at normal ride height, except for engine/boot cover, boot lid/rear deck.
- 5(a).4.2 The material of the bodywork may be changed as long as the original shape and structural strength is maintained.
- 5(a).4.3 A front spoiler is permitted. Width must not exceed the width of the car across the front wheel arches. Length must not extend beyond the original bodywork by more than 30cm. The spoiler must be entirely below the wheel centres
- 5(a).4.4 Rear spoilers are permitted within the overall plan periphery of the engine cover/luggage compartment lid. 'A spoiler is a raised surface of opaque material integral with the rear deck with no gaps or openings in the surface, front or rear, and not exceeding in height half the vertical height of the original rear window fitted to the vehicle, measured at the centre of the original window'.
- 5(a).4.5 On rear engined cars the engine, engine cover and ancillaries must not extend above the level of the bottom of the rear window of the original car at its centre point.
- 5(a).4.6 On front engined cars the engine, engine cover and ancillaries must not be more than 10cm above the highest point of the original bonnet.
- 5(a).4.7 Rear aerofoils, maximum length 20% of wheelbase. Maximum width must not exceed the width of the car measured across the rear wheel arches. Overhang must not extend beyond the original bodywork by more than 40cm. Height must not exceed the maximum height of the roof. For measurement purposes all measurements relating shall include wing end plates.

PERFORMANCE AND ECONOMY CHIP TUNING SPORTS/SALOON CHAMPIONSHIP 2009

5(a).5.8 Cars must have windscreens fitted to the same dimensions and location as on the original car.

5(a).5 Engine

5(a).5.1 Change of power unit is permitted. The power unit may be situated in any location.

5(a).5.2 Engines with forced induction will be considered as subject to 1.7 : 1 engine capacity coefficient

5(a).6 Suspension

Unrestricted, other than Regulations in MSA Regulation [C(b) 11]

5(a).7 Transmission

5(a).8.1 Transaxles and sequential gearboxes are permitted.

5(a).8.2 Final drive and its position are free.

5(a).8.3 Location of transmission is free

5(a).8 Electrics

Electrical Generators may be disconnected and removed

5(a).9 Brakes

Unrestricted, other than Regulations in MSA Regulations [C(b) 12].

5(a).10 Wheels/Steering

Unrestricted, other than Regulations in MSA Regulations [C(b) 13] and [C(b) 14].

5(a).11 Tyres

Unrestricted, slicks are permitted, other than Regulations in MSA Regulations [C(b) 15].

5(a).12 Weights

Cars in Classes A, B and C must weigh at least 500kgs.

5(a).13 Fuel Tank/Fuel

As per MSA Regulation [C(b) 19].

5(a).14 Silencing

As per MSA Regulation [C(b) 23].

5(a).15 Miscellaneous

Oil and water coolers are not permitted outside the bodywork.

Headlamps must be retained. Illumination is not necessary

5(a).16 Numbers and Championship Decals

5(a).16.1 Numbers must be clearly displayed on either side of the car and on the bonnet. The class letter must be displayed adjacent to each competition number.

5(a).16.2 Minimum Title sponsor championship decals (Number Panels and Windscreen Sunstrip) must be applied as follows :

1. Number panels on bonnet and sides.
2. Windscreen sunstrip at top of windscreen

In the event of there being insufficient space on the car to affix one or more of the decals or sunstrip, they may be modified to fit with the approval of the eligibility scrutineer.

Providing decals and sunstrips are available at the meeting failure to comply with this regulation in the race will result in the competitor not being eligible for points or trophies but they will count as a class starter. If a competitor fails to comply with this regulation for more than one meeting (a meeting with double header rounds counts as one meeting) they will be excluded from the Championship until they comply.

5(b) MODIFIED SPORTS AND SALOON CAR TECHNICAL REGULATIONS

5(b).1 Description

Sports and Saloon Cars modified to the following regulations. The type of car entered must have originally been designed and built for road use. At least 250 of the car entered must have been manufactured and registered for road use. Eligibility of a car will be subject to the approval of the Championship Committee.

For clarification purposes the 250 limit means that there must have been 250 cars produced and registered for the road with the same bodyshell as that of the car entered and at least 25 having been produced with the engine make and transmission as on the car entered - the location and orientation must be as on the car manufactured.

If there is any question as to the eligibility of any car it is the driver's responsibility to provide all information required by the Championship Co-ordinator to prove the car's eligibility.

5(b).2 Safety Requirements

The following Articles of MSA Competitors: Safety [C(c)] Safety Criteria Regulations will apply :- Cars must comply with Safety Criteria Nos. [C(c) Production Touring and Sports Cars 31, 32, 33, 34, 35, [C(45) Four Point], [C(c) Appendix 1, Table 56(b), [C(c) 72, 73], [C(c) 75, 76], [C(c) 77 to 86], [C(c) 103 and 104].

All cars shall comply with the safety regulations as they apply to over 2000cc cars be they saloon cars or sports cars.

A Red Warning Light in accordance with [C(c) 69-71] must be fitted.

5(b).3 Chassis

The standard floor pan, sill, door surrounds, roof and bulkheads must be in construction, material and size as originally manufactured. No part of the floor pan, wheel arches (inner and outer) or bulkheads may be altered or removed to allow the mounting of or give clearance to suspension components. Inner wheel arches can be modified to allow the attachment of shock absorber mountings. The chassis and floor pan can be reinforced. Inner wings and bulkheads can be modified to allow clearance for the induction system, the maximum clearance being 75mm. The wheelbase + or - 50mm must remain as original.

5(b).4 Bodywork

5(b).4.1 General

In addition to MSA regulation [C(c) 26 (k)], no part of the car, except a front spoiler if fitted, may touch the ground if any one tyre is deflated.

5(b).4.2 Interior

Carpets, insulation linings and passenger seats can be removed. Controls can be altered but the driver must sit on the same side as on the original car and completely to one side of the centre line.

5(b).4.3 Exterior

The standard door panels, boot, bonnet, front and rear wings may be replaced with ones of a different material. Glass lenses can be replaced with plastic, as can side and rear windows. Windscreens must be laminated or plastic of minimum thickness 4mm.

Front spoilers airdams/splitters are permitted below the level of the road wheel centres, up to 15cms beyond the overall periphery of the existing bodywork excluding bumpers. Rear spoilers are permitted within the overall plan periphery of the original vehicle excluding bumpers.

A rear spoiler is a raised surface of opaque material integral with the rear deck with no gaps or openings in the surface, front or rear, and not exceeding half the vertical height of the original window fitted to the original vehicle, measured at the centre of the original window.

A rear wing or spoiler will be eligible providing that it is/was standard equipment or is/was available as an option, on the standard car, and that the wing is fitted in exactly the same position and is the same dimensions as on the standard car.

5(b).4.4 Silhouette

The silhouette as seen in the side elevation must remain unaltered above the road wheel hub centres of the original production car at normal ride height, except for engine bonnet/cover, boot lid/rear deck.

5(b).4.5 Miscellaneous

Radiator grills and all standard lights, except ancillary driving lights, must be retained. Apart from the stop lights, other lights need not be operational.

PERFORMANCE AND ECONOMY CHIP TUNING SPORTS/SALOON CHAMPIONSHIP 2009

5(b).5 Engine

5(b).5.1 General

The engine block and head must be externally identifiable as that fitted to the original car.

5(b).5.2 Location

The engine must remain within + or - 50mm of the location and in the same orientation as on the original car.

5(b).5.3 Oil/Water Cooling

Oil coolers and radiators must remain within the original periphery of the bodywork.

5(b).5.4 Induction System

It is permitted to either replace fuel injection with carburetors or carburetors with fuel injection. Forced induction is permitted if fitted as original equipment, an equivalence factor of 1.7 : 1 will apply.

5(b).6 Suspension

Suspension is unrestricted but standard pick up points must be retained even if not used.

5(b).7 Transmission

The gearbox and differential are unrestricted but must remain within 50mm of the original location. Transaxles are not allowed unless fitted as original equipment.

5(b).8 Electrics

Electrical generators may be disconnected and removed.

5(b).9 Brakes

Unrestricted, other than Regulations in MSA Regulation [C(b) 12].

5(b).10 Wheels/Steering

Unrestricted, other than Regulations in MSA Regulation [C(b) 13] and [C(b) 14].

5(b).11 Tyres

Unrestricted, slicks are permitted, other than Regulations in MSA Regulation [C(b) 15].

5(b).12 Weights

Cars must comply with the following Minimum weight limits :

up to 1000cc	545 kg.
1001 - 1300cc	560 kg.
1301 - 1500cc	590 kg.
1501 - 1600cc	640 kg.
1601 - 2000cc	704 kg.
2001 - 2500cc	768 kg.
over 2500cc	948 kg.

5(b).13 Fuel Tank/Fuel

As per MSA Regulation [C(b) 19].

5(b).14 Silencing

As per MSA Regulation [C(b) 23]

5(b).15 Numbers and Championship Decals

5(b).15.1 Numbers must be clearly displayed on either side of the car and on the bonnet. The class letter must be displayed adjacent to each competition number.

5(b).15.2 Minimum Title sponsor championship decals (Number Panels and Windscreen Sunstrip) must be applied as follows :

1. Number panels on bonnet and sides.

2. Windscreen sunstrip at top of windscreen

In the event of there being insufficient space on the car to affix one or more of the decals or sunstrip, they may be modified to fit with the approval of the eligibility scrutineer.

Providing decals and sunstrips are available at the meeting failure to comply with this regulation in the race will result in the competitor not being eligible for points or trophies but they will count as a class starter. If a competitor fails to comply with this regulation for more than one meeting (a meeting with double header rounds counts as one meeting) they will be excluded from the Championship until they comply.

PERFORMANCE AND ECONOMY CHIP TUNING SPORTS/SALOON CHAMPIONSHIP 2009

6. APPENDICES

6.1 Championship Committee

The Championship Committee shall consist of the following people :

- Two non-driver members of the B.A.R.C. North West Committee,
- Three driver members of the B.A.R.C. North West Centre

For 2009 these members are Ray Sumner, John Leck, Simon Allaway, Peter Gorrie and Duncan Aukland.

6.2 Race Organising Clubs and Contacts

Championship Co-ordinator - John Leck
30 Glendyke Road,
Liverpool
L18 6JR
Tel - 0151-475 9237 (after 6.00pm)
Mobile - 07709 665344
Fax - 0151-475 9237
e-mail - johnleck.racing@hotmail.co.uk

Deputy Co-ordinator - Maggie Gorrie
165 Warren Drive
Thornton Cleveleys
FY5 3TG
Tel - 01253 821759 (after 6.00pm)
Mobile - 07738 449817
e-mail - maggielee95@hotmail.com

Driver Representative - Peter Gorrie
190 Blackpool Old Road,
Poulton le Fylde
FY6 7RL
Tel - 01253 884580 (after 6.00pm)
Mobile - 07813 848671
e-mail - petergorrie@f2s.com

B.A.R.C.(H.Q.) Contact - Dale Wells
B.A.R.C. Ltd.,
Thruxton Circuit
Andover
Hants
SP11 8BR
Tel - 01264 882200
e-mail - dwells@barc.net