



2009 KUMHO BMW CHAMPIONSHIP

2009 CHAMPIONSHIP BULLETIN # 01

ISSUED BY BARC – 28 JANUARY 2009

AMENDMENT TO 2009 REGULATIONS

Amendments / additions are in bold italic – deletions in double strikethrough

With immediate effect, the following regulations are amended as follows:

5.2 General Description:

The 2009 KUMHO BMW CHAMPIONSHIP is for competitors participating in any series production based BMW. Series production is defined as those models produced in Europe (or in the USA for Z3's only) for sale in the Europe market to the general public as shown in sales brochures and obtained through the UK or European BMW dealer network. Left-hand drive versions of models as defined above may also be used. Vehicles falling outside the definition will be excluded from competition.

The Series will run in 5 classes. All forced induction engined vehicles will run in Class A.

- Class A Maximum 225bhp per tonne *or 230bhp per tone only if using 4 pot callipers*
E46,M5, 6 & 8 series, including turbo diesels
Minimum weight 1235kg
- Maximum 225bhp per tonne
E30 M3 Minimum weight 1070kg
- Maximum 220 bhp per tonne
E36 3.2 Minimum weight 1230kg
E36 3.0 Minimum weight 1175kg
- E30 models non M3 Minimum weight 950kg
- Class B: Maximum 195 bhp per tonne
Minimum weight 1053kg for E30 M3 & Compact
E30 models (NON M3) Minimum weight 1030kg
Minimum weight 1300kg for other BMW models
NO 3.2 cars allowed in Class B
- Class C: Maximum 175 bhp per tonne
All models Minimum weight 1035kg
- Class D): E36 318is M42 & M44 engines
Minimum weight 1050kg
- Class I (Inv): Invitation class – Any BMW model at the discretion of of the BMW RDC to
include BMW Mini's (all cars must use Kumho Tyres max. 265/40/18")
Points will not be awarded *in Class I*

Continued Overleaf

5.12 Wheels/Steering:

5.12.1 PERMITTED OPTIONS

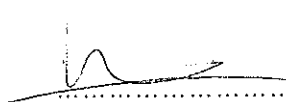
Wheel diameter is 18" *for Class A E46, M5 6 & 8*, 17" or 15" *for the remainder of Class A*, 17" & 15" for Class B and 15" only for Classes C & D - invitation class maximum 18".

Construction and material is free

High ratio steering racks may be fitted with in a BMW manufactured casing.

Power steering pumps and equipment may be removed

Class	Maximum Wheel Width	Maximum Wheel Dia.	Maximum Tyre Width	Aspect Ratio
A	9"	18"	225mm front	45 40
A	9.5"	18"	265mm rear	35
A	9"	17"	225mm	45
A	9"	15"	225mm	50
B	9"	17"	225	45
B	8"	15"	205mm	50
	8"	15"	225mm 5, 6 series	50
C	7"	15"	205mm 2, 3 series	50
	8"	15"	225mm 5, 6 series	50
D	8"	15"	205mm	50



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Nicola Bush
Championship Co-ordinator

The British Automobile Racing Club Limited

Thruxton Motor Racing Circuit, Nr. Andover, Hampshire SP11 8PN, U.K.
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2009
KUMHO
B M W CHAMPIONSHIP

**SPORTING & TECHNICAL REGULATIONS,
COMMERCIAL UNDERTAKINGS
REGISTRATION FORM & SPECIFICATION SHEETS**



An MSA Recognised Racing Championship Organised By:

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2009 KUMHO BMW CHAMPIONSHIP

0. PREAMBLE

The KUMHO BMW Championship is open to any production BMW sold in Europe. It provides close competition in four classes split by a power to weight ratio. The aim of the championship is to provide a closely competitive series for drivers, having a low cost entry class where cars can be competitive running standard engines, and a ladder of increasing cost and performance accommodating the latest vehicles. In 2001, 44 contenders scored points in the championship with the race victories shared between 17 drivers across the four classes.

Street legal control tyres are supplied by KUMHO, and with only one compound and pattern available, costs are kept to a minimum. This year, power output is policed by on-board datalogging equipment that will ensure vehicles comply with the regulations at all times. The car weight includes the driver, thus allowing elderly, portly gentlemen to be competitive with stick-like youths. With a minimum weight of 1050 Kg and chassis lightening prohibited, the cars are strong, fast, reliable and cost effective to run.

The championship has existed since 1987, and has proven to be an attractive proposition for those wanting to race rear wheel drive cars on a limited budget. The series is established as the fastest road tyred championship in the country, but it is not necessary to use the latest models, or to run at the front to be competitive. For the past two seasons, Class C has provided the overall Champions, both using three series cars from the 80's.

Help and advice are freely available to anyone considering joining the series. The competitors are generally a lively mix of privateers, although a more costly, professional approach is taken by the well heeled. The series scrutineer attends every race meeting to ensure all cars comply with the regulations.

An essentially amateur club series, the KUMHO BMW Championship is an extremely cost-effective series. While motor racing can never be described as cheap, racing in the BMW series can cost far less than attending a season of track days. It offers close, competitive racing, excellent grids and a great image. Why not try it yourself?

2009 KUMHO BMW CHAMPIONSHIP

1. SPORTING REGULATIONS - GENERAL

1.1 Title & Jurisdiction:

The 2009 KUMHO BMW CHAMPIONSHIP is organised and administered by the British Automobile Racing Club Ltd (BARC) in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations. The organisers reserve the right to issue additional statements clarifying items in the rules and regulations and all such statements will be issued to all registered drivers by posting to the address details on the registration form.

MSA Championship Permit No: **CHR2009 / 039**

Race Status: **National B**

MSA Championship Grade: **C**

1.2 Officials:

1.2.1	Co-ordinator:	Nicola Bush	BARC
1.2.2	Drivers Representative:	Trevor Ford	BMWRDC
1.2.3	Licensed Eligibility Scrutineer:	Jeff Nixon	BARC
1.2.4	Championship Stewards:	Dale Wells Rick Smith Robin Knight Mark McLennan	BARC BARC 750 MC BMWRDC

Any three of the above may reach a decision

1.3 Competitor Eligibility:

- 1.3.1 Entrants where applicable must be in possession of a valid 2009 MSA Entrants Licence.
- 1.3.2 Drivers must be fully paid up valid 'racing membership' card holding members of the BMWRDC and the BARC be Registered for the Championship and be in possession of a valid MSA Competition (Racing) National B Licence or higher.
- 1.3.3 All necessary documentation must be presented for checking at all rounds when signing-on, and when asked to by the Eligibility Scrutineer.

1.4 Registration:

- 1.4.1 All drivers must register as competitors for the championship by returning the Registration Form with the Registration Fee to the BMWRDC, a minimum of 3 weeks prior to the Final Closing date for the first round being entered.
- 1.4.2 The Registration Fee is **£150.00 (Invitation Class £75.00)** made payable to: 'BMW Racing Drivers Club'
- 1.4.3 Registrations will be accepted from 1st January 2009 until further notice.
- 1.4.4 Registration numbers will be the permanent Competition numbers for the Championship. Each registered driver will be allocated a permanent number for the season by the BMWRDC and these will be issued strictly on receipt of a fully completed registration form and registration fee.
- 1.4.5 At the discretion of the BARC and the BMWRDC, guest/celebrity & invitation drivers may be permitted or engaged to drive in certain championship races. Such drivers will not score championship points and need not comply with the membership requirements of regulation 1.3.2. In the case of a Guest / Celebrity driver the vehicle must still comply with relevant class regulations in respect of power and weight. A guest or celebrity driver may only drive in a maximum of four races during a season. At all times, such drivers will drive cars numbered from 85 upwards, irrespective of the class that the car complies with. Please note there will be a £75 admin fee to be paid.

1.5 CHAMPIONSHIP ROUNDS:

The 2009 KUMHO BMW CHAMPIONSHIP will be contested over 18 Rounds as follows:

Round:	Date:	Circuit	Organising Club
1 / 2	04-05 April 2009	Silverstone	BARC
3 / 4	10 May 2009	Snetterton	BARC
5 / 6	13-14 June 2009	Pembrey	BARC
7 / 8	25-26 July 2009	Croft	BARC
9 / 10	09 August 2009	Donington Park	BARC
11 / 12	22-23 August 2009	Brands Hatch	BARC
13 / 14	05-06 September 2009	Rockingham	BARC
15 / 16	26 September 2009	Oulton Park	BARC (NW)
17 / 18	11 October 2009	Thruxton	BARC

- 1.5.1 In accordance with MSA regulation A.29(c). the organisers reserve the right to amend the published list of dates and rounds, in which case, all registered competitors will be informed of the amendments by Official Bulletins posted to the address specified on the Official Registration Form.

1.6 Scoring:

- 1.6.1 Points will be awarded to Competitors listed as classified finishers in the Final Results as follows:-
In each class with five or more competitors: **10, 9, 8, 7, 6** other finishers **5** – non finishers **1**.
In each class with four or less competitors: **7, 6**, other finishers **5** – non finishers **1**.

Invitation drivers will not be awarded points towards the overall championship

- 1.6.2 The totals from all qualifying rounds run will determine final championship points and positions.
- 1.6.3 Ties shall be resolved using the formula in Regulation G11. of the 2009 MSA Yearbook.

1.7 Awards:

- 1.7.1 All awards are to be provided by the BARC, unless otherwise stated.
- 1.7.2 Per Round: Commemorative Award for winner and each other class winner.
- 1.7.3 Championship: Trophy to overall winner.
* Trophy for each class winner and for 2nd and 3rd in each class.
* = These awards will be provided by The BMW Racing Drivers Club.

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

- 1.7.5 Presentations: Awards are to be provided for presentation after the end of the meeting at a presentation ceremony in the BMWRDC Marquee.
- 1.7.6 Entertainment Tax Liability.
In accordance with current government legislation, the BARC is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women. That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or Eire. This means that, as the organiser, the BARC is required to deduct tax at the relevant rate -currently 23% - from any such payments they may make to non-UK residents. Under certain circumstances, it may be possible for competitors to enter into an agreement with the Inland Revenue to limit the tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before the payment is due.
- For further information contact:- The Inland Revenue, Foreign Entertainers Unit, Centre for Non-Residents, St John's House, Merton Road, Bootle, 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 BARC in good condition within 7 days.

2. SPORTING REGULATIONS - JUDICIAL PROCEDURES

- 2.1 **Rounds:** In accordance with Section C(d) of the 2009 MSA Yearbook and these Regulations.
- 2.2 **Championship:** In accordance with Section C(d) of the 2009 MSA Yearbook and these Regulations.

3. SPORTING REGULATIONS - CHAMPIONSHIP RACE MEETINGS & RACE PROCEDURES

3.1 Entries:

- 3.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry closing dates which shall be 20 days before each round.
- 3.1.2 In correct or incomplete entries (Including Driver to be Nominated Entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Meeting receives the missing or corrected information or fee.
- 3.1.3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Secretary of the Meeting in writing. If Driver/Vehicle changes are made after publication of Entry Lists with Final Instructions the Competitor concerned must apply for approval of acceptance by the Stewards of the Meeting **BEFORE** signing-on.
- 3.1.4 The Entry Fee for each round shall be: as detailed in the SR's for each event
- 3.1.5 There is no provision for Qualification races.
- 3.1.6 Reserves are to be nominated on the Final List of Entries published with Final Instructions or Amendment Sheet Bulletins, All Reserves will practice and replace withdrawn or retired entries Reserve Number order irrespective of class. If Reserves are given Grid Places prior to issue of the first Grid Sheets for any round the times set in Practice shall determine their grid positions. If Reserves are given places after publication of the grid sheet and prior to cars being collected in Official "Assembly Areas" they will be placed at the rear of the Grid and be started without any time delay. Otherwise, they will be held in the Pitlane and be released to start the race after the last car to start the **GREEN FLAG LAP** or last car to take the start has passed the startline or pitlane exit, whichever is the later. Such approval to start **MUST** be obtained from the Clerk of the Course.

3.2 Briefings:

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

3.3 Qualifying:

- 3.3.1 The minimum period of qualifying to be provided is to be as specified in the MSA Regulations in respect of the circuit lengths.
- 3.3.2 Should any Qualifying Session be disrupted the Clerk of the Course shall not be obliged to resume the session or re-run sessions to achieve the championship criteria and the decision of the Clerk of the Course shall be final.
- 3.3.3 For races marked (D/Header) in section 1.5., where it is planned to hold two championship races, each race shall have a separate qualifying session as per 3.3.1. above. However, the constraints of individual event timetables may not allow for two qualifying sessions in which case one session will be scheduled. Where this is the case, the result of the first race will set the grid for the second race. Competitors will be informed which of these options is to be used by way of Supplementary Regulations / Final Instructions.

3.4 Qualification Criteria:

Each driver should complete a minimum of 3 laps qualifying 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 qualifying times or driving are considered to be unsatisfactory - as per MSA Regulation G15.

3.5 Races:

The standard minimum scheduled distance shall be 16 miles whenever practicable but should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the Meeting it shall still count as full points scoring round.

3.6 Starts:

3.6.1 All race start countdowns are to have a minimum elapsed period of 5 minutes from the time all cars are released to form up on the grid to the start of the Green flag Lap(s) in the formation as specified on the Track Licence for each circuit.

3.6.2 The Countdown procedures/audible warnings sequence shall be: Standing Starts:-
3 minutes to start of Green Flag/Pace Lap - Close Pitlane Exit.
2 minutes to start of Green Flag/Pace Lap - Clear Grid Warning/Grid Closed.
1 minute to start of Green Flag/Pace lap - Start engines/Clear Grid.
30 seconds - Visible and audible warning for start of Green Flag/Pace Lap.

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

3.6.4 Any cars removed from the grid after the 3 minute stage or driven into pits on Green Flag lap shall be held in the pitlane and may start the race after the last car to take the start from the grid has passed the startline or pitlane exit, whichever is the later.

3.6.5 Any drivers unable to start the Green Flag/Pace lap or start are required to indicate their situation as per MSA Regulation 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 the use of the National Flag.

3.7 Practice / Race Stops:

3.7.1 Should the need arise to stop any **practice or qualifying session**, RED LIGHTS will be switched on at the Startline and RED FLAGS will be displayed at the Startline and at all Marshals Signalling Points around the Circuit. This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the **pitlane**.

3.7.2 Should the need arise to stop any **race**, RED LIGHTS will be switched on at the Startline and RED FLAGS will be displayed at the Startline and at all Marshals Signalling Points around the Circuit.

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the **starting grid** which will automatically become a Parc Ferme area.

Cars should not enter the Pits unless directed to do so or unless repairs are necessary. Work on cars already in the Pits must cease when a race is stopped and may only continue under the control of Scrutineers. Cars which are in the pitlane or who enter the pitlane may **ONLY** re-start from the pitlane (not the grid) after all other cars have re-started. Non runners at the time of the stoppage (which have been recovered) can re-start from the pitlane behind those referred to above.

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

The race will be null and void. The race will re-start from the original grid positions. Competitors unable to take the re-start may be replaced by **nominated** reserves who will start from the **pitlane** in reserve **number** order and **in front of any other pitlane starter**. Gaps on the grid should not be closed up. The length of the re-started race will be determined by the Clerk of the Course.

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

The race will restart from a grid set out by the finishing order of part one (as per G23). The **final** result of the race will be the finishing order of part two. The length of the re-started race will be determined by the Clerk of the Course.

3.7.5 If the leader has completed more than **75%** of the race distance or duration it shall not **usually** be re-started (as per G23). **If not re-started the results will be based on the order of crossing the finish line at one lap less than at the time of first showing the Red Flag. Only cars which are under their own power at the showing of the Red Flag will be classified.**

3.8 Re-Scrutiny:

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

3.9 Pits & Pitlane Safety:

3.9.1 Pits: Entrants must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.

3.9.2 Pitlane: The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take all due care and drive at minimum speeds in pitlanes.

3.9.3 Refuelling: May only be carried out in accordance with the MSA Regulations G67-70, Circuit Management Regulations and the SR's or Final Instructions issued for each Circuit/Meeting.

3.10 Race Finishes:

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

3.11 Results:

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

3.12 Timing Modules:

3.12.1 All competitors will be required to fit an Electronic Self Identification Module (Transponder) to their car for the purposes of accurate timing. Holders for these and detailed fitting instructions will be issued with the transponders and it will be the responsibility of the competitor to fit these in the car in the position and manner specified. The Modules must be in place and functioning correctly for all Championship qualifying practice sessions and races. The setting and servicing of these items must only be carried out by properly authorised MSA licensed Timekeepers. Competitors will be charged by the timing company for replacement of the Modules due to misuse or loss at any time during the season.

3.12.2 Competitors may not place electronic timing equipment within five metres of the official Start, Finish or any other official timing lines at any event or test session/day. Any such equipment placed within these zones will be removed.

3.13 Safety Car:

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

4. CHAMPIONSHIP RACE PENALTIES:

4.1 Infringements of Technical Regulations:

- 4.1.1 Arising from post practice Scrutineering or Judicial Action:
Minimum Penalty: The provisions of MSA Regulations: C(d)36
- 4.1.2 Arising from post race Scrutineering or Judicial Action:
Minimum Penalty: The provisions of MSA Regulations: C(d)39 (a) and (b).

For infringements deemed to be of a more serious nature the Clerk of the Course and/or Stewards of the Meeting are to invoke the provisions of Regulation C(d)39 (c)

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

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

As per 2009 MSA Judicial Procedure Regulations.

2009 KUMHO BMW CHAMPIONSHIP

5. TECHNICAL REGULATIONS

5.1 Introduction:

- 5.1.1 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. The Championship is intended to provide close racing between drivers and not a technical challenge for preparation experts. If you are contemplating any modifications about which you are unsure, you can call upon the Club Technical Advisors for a decision. Subject to A29(c), the BMW RDC reserve the right to amend any technical regulations, throughout the 2009 season.
- 5.1.2 The Technical Advisors for the BMW RDC will be Mark McLennan and Bob Sheil. They will also advise and assist the MSA Scrutineer in the technical aspects of his role.

5.2 General Description:

The 2009 KUMHO BMW CHAMPIONSHIP is for competitors participating in any series production based BMW. Series production is defined as those models produced in Europe (or in the USA for Z3's only) for sale in the Europe market to the general public as shown in sales brochures and obtained through the UK or European BMW dealer network. Left-hand drive versions of models as defined above may also be used. Vehicles falling outside the definition will be excluded from competition.

The Series will run in 5 classes. All forced induction engined vehicles will run in Class A.

Class A	Maximum 225bhp per tonne E46, M5, 6 & 8 series, including turbo diesels Minimum weight 1235kg	(See 5.14)
	Maximum 225bhp per tonne E30 M3 Minimum weight 1070kg	
	Maximum 220 bhp per tonne E36 3.2 Minimum weight 1230kg E36 3.0 Minimum weight 1175kg	
	E30 models non M3 Minimum weight 950kg	
Class B:	Maximum 195 bhp per tonne Minimum weight 1053kg for E30 M3 & Compact E30 models (NON M3) Minimum weight 1030kg Minimum weight 1300kg for other BMW models NO 3.2 cars allowed in Class B	(See 5.14)
Class C:	Maximum 175 bhp per tonne All models Minimum weight 1035kg	(See 5.14)
Class D):	E36 318is M42 & M44 engines Minimum weight 1050kg	(See 5.14)
Class I (Inv):	Invitation class – Any BMW model at the discretion of of the BMW RDC to include BMW Mini's (all cars must use Kumho Tyres max. 265/40/18") Points will not be awarded	

Weights are **INCLUSIVE OF DRIVER** in full racing kit (see 5.14.)

5.2.1 Rolling Road –

All power figures above refer to horsepower measured at the roadwheels. Power will be measured using the 2009 Kumho BMW Championship nominated rolling road for Class A, B, and C race cars, at **Thor Racing, Unit 7, Runway Farm, Honiley Road, Mere End, Kenilworth CV8 1NQ**, which will be operated in accordance with the equipment manufacturers specification & operating instructions.

Upon registrations, the BMWRDC will advise drivers of 2 dates which will be allocated for drivers to take their race car to the rolling road. If the driver is unable to attend the rolling on these allocated dates, the driver will be expected to book an appointment direct with the designated rolling road and this will be at the expense of the driver concerned. Each vehicle must be fully prepared prior to attendance at the designated rolling road to enable a power measurement to be taken. Any vehicle found to have an engine, electrical or mechanical fault which affects the power measurement during test, will have the test result dis-allowed. The vehicle will have to attend the designated rolling road once repairs have been completed at the competitors cost.

A MSA Scrutineer will be present at the allocated rolling road dates and will wire seal all of the components stated (see 5.7.9). Cars will have seals fitted and map down-loaded at the designated rolling road regardless of when the rolling road is attended. If any limit is subsequently exceeded in competition the driver will be disqualified. If any competitor requires to break a seal, they must notify the Eligibility Scrutineer PRIOR to doing so in order to be advised if a subsequent power run is necessary. Any vehicle found to have a broken seal without notifying the Scrutineer will immediately be deemed to be ineligible and may be subject to penalties commensurate with the offence.

A rolling road power figure must be obtained before attendance at the championship event. Any vehicle attempting to complete in the championship event without the necessary power figures will be considered ineligible.

Competitors should be aware that it is their entire responsibility to ensure that the vehicle complies with the relevant power to weight ratio at all times.

For the purpose of eligibility checks will be made by the Eligibility Scrutineer & BMWRDC Technical Advisors. Any variance from the power to weight ratio figures used in the regulations will cause the car to be technically ineligible and penalties will be applied accordingly.

5.2.2 Enforcement of regulations. The Championship Eligibility Scrutineer, liaising with the BMWRDC Technical Advisor, will apply the regulation in every material respect and non-compliance for any reason may lead to exclusion.

5.3 Safety Requirements:

The following Articles of MSA Appendix C(c) Safety Criteria Regulations will apply: C(c) Vehicle Categories Covered, C(c)45, C(c)Ap1.T56(a), C(c)72-73, C(c)75-76, C(c)77-86 & C(c)103-104.

5.3.1 Safety Harnesses:

In order to maintain the integrity of the harness system in the event of an accident, it is recommended that these should be a minimum of five-point attachment. In accordance with G125.

5.3.2 Seats

It is strongly recommended that seats have side wings or side head restraints to take account of lateral forces.

5.4 General Technical Requirements & Exceptions:

All vehicles must comply with the relevant sections of the MSA Yearbook C(b), G(Tech Regs), up and including G136

5.5 Chassis:

Strengthening of the chassis in the interest of safety is recommended. Lightening or reducing the chassis strength is prohibited. The chassis as produced by the manufacturer with the original material must be retained in all aspects in respect of material, thickness & contour.

Chassis is defined as manufacturers body shell, wings, doors, roof & panels, except as defined in 5.6.1.3.

5.6 Bodywork

5.6.1 GENERAL All panels must remain as per the manufacturer's original material, construction, dimensions, shape and thickness on all exterior surfaces above and below the hub line, except as detailed in 5.6.1.3

5.6.2 CLASS D 318is – Standard bodywork. Metal bonnet and metal boot only. Bootspoiler allowed. Metal bonnet and metal boot may be lightened by removing the re-inforcing sections.

INTERIOR The original fascia must be retained in all classes. The replacement of the original instruments or the fitting of additional instruments is permitted, providing the new instruments or their surrounds entirely fill any voids left in the dashboard by the removal of the originals. All other interior trim may be removed providing the safety of the interior satisfies the requirements of MSA regulations. The driver's seat and steering wheel are competitors' option.

EXTERIOR All classes: Manufacturers original or any recognised (i.e. Hartge, Zender, Schnitzer etc.) bodykit on any particular model is allowed for that model. Competitors should receive the organisers written approval before fitting any bodykit other than the manufacturers. The turbo bodykit for 2002 models i.e. Front Spoiler, Wheel Arch Extensions and Rear Spoiler may be used on 2002 models. Front bumpers may be removed on 2002 and CSL models only, provided that the correct front spoilers are fitted, all other models must retain their bumpers. Alternative materials acceptable under "MSA" regulations may be used on the bonnet and boot. The fitting of wheel arch extensions other than those supplied as standard is permitted on 2002 models up to a maximum of 2" on each side of the car. Splitters, where fitted, must be no wider than the vehicle front profile and extend not more than 75mm from the vertical plane of the front valance. Clear Perspex windows are allowed in the side windows and rear windows only. Must be installed to BMWRDC satisfaction. Fibreglass front wings are allowed on E30 M3 cars.

SILHOUETTE The standard silhouette in all elevations must not be altered except as defined in "Exterior"

GROUND CLEARANCE. No cars are permitted to have skirts or intermediary devices bridging the gap between the underside of the chassis or bodywork and the ground, and must retain a minimum ground clearance of 6cm.

- | | | |
|--------------|-------------------------|---|
| 5.6.2 | GENERAL | No alterations other than those specified in 5 to 5.18 are permitted. |
| | INTERIOR | No alterations other than those specified in 5 to 5.18 are permitted. |
| | EXTERIOR | No alterations other than those specified in 5 to 5.18 are permitted. |
| | SILHOUETTE | No alterations other than those specified in 5 to 5.18 are permitted. |
| | GROUND CLEARANCE | No alterations other than those specified in 5 to 5.18 are permitted. |

5.7 Engine:

5.7.1 PERMITTED MODIFICATIONS. A, B and C CLASSES ONLY

The original type of engine for the model entered must remain as per the manufacturer's production specification. The word "TYPE" is defined as being from the sump up to and including the casting for the head. Valve Gear, Camshafts and Pistons are Free. With the provision that the above is adhered to, engine modifications are unrestricted except as shown in 5.7.2

5.7.2 PROHIBITED MODIFICATIONS. A, B and C CLASSES ONLY

The fitting of an alternative engine or internal engine parts to those for a particular model. The replacement of Crankshaft, Conrods, Block, Head and Cam Carriers. These must all be of BMW Manufacture as fitted to the original engine type. Dry sump lubrication is prohibited. (With exception E30 M3 2.3 to 2.5 Crankshaft and Conrods and E30 325i to 2.7 Crankshaft and Conrods)

5.7.3 CLASS D 318is The induction system must retain the standard air flow meter & throttle body. No mechanically force induction is allowed. The standard exhaust manifold must be retained & not modified in any way but the remaining of the system in unrestricted but refer to 5.7.6. The standard sump may have baffles fitted to prevent oil starvation. No other sump modifications are permitted.

5.7.4 LOCATION ALL CLASSES

The engine location, its mounting position and locating points, must remain as specified and supplied by the manufacturer for the particular model entered in the championship.

5.7.5 OIL/WATER COOLING ALL CLASSES

The fitting of an oil cooler and modification of the cooling system is permitted. Water cooling systems are to remain in the position originally supplied or as a manufacturer's option for that particular model.

5.7.6 INDUCTION SYSTEMS A, B and C CLASSES ONLY

Induction system is competitor choice. The use of super chargers or turbo chargers where specified as original equipment may be used. Cars with forced induction must run in Class "A"

5.7.7 EXHAUST SYSTEMS ALL CLASSES

Exhaust systems must comply with the silencing regulation as laid down in the "MSA" yearbook

5.7.8 IGNITION SYSTEMS A, B and C CLASSES ONLY

The type of ignition systems used are down to the choice of the competitor.

5.7.9 FUEL DELIVERY SYSTEM A, B and C CLASSES ONLY

The fuel delivery system is of competitor choice

5.7.10 SCRUTINEERING A, B and C CLASSES ONLY

All engines should have provision for Scrutineer wire seals. 1/16in holes, pre-drilled in readily accessible locations on installed engines must be available as follows.

- (a) Sump- two holes through the cylinder block / sump flange, one either side of the engine
- (b) Rocker Cover - at least two adjacent retaining bolts must be cross drilled.
- (c) Diagnostic plug
- (d) Electronic Engine Management System (ECU) - as directed by the Eligibility Scrutineer.
- (e) Air Flow Meter - as directed by the Eligibility Scrutineer.
- (f) Rev limiting device - as directed by the Eligibility Scrutineer.

Failure to comply renders the engine ineligible.

ECU must be unlocked so that they can be downloaded, analysed & sealed at Rolling Road. BMW RDC reserve the right to download all ECU's in Parc Ferme to check vehicle's ECU maps.

After-Market ECU's

Any vehicle fitted with an aftermarket ECU must comply with the following:

The driver must be able to supply suitable ECU interface software (including firmware version) to allow the BMWRDC (or a nominated independent third party) to download any and all maps in the ECU and to be able to perform a software comparison previously down-loaded maps. The ECU may only hold one map at any one time. If the driver uses the same vehicle for non-Kumho BMW Championship events and requires a different map, they will be required to re-load it as necessary). If the ECU allows multiple maps, only the map used and down-loaded at the designated rolling road may be loaded during any Kumho BMW Championship event.

Each time the vehicle is tested at the nominated Rolling Road (Thor) and new power figures are produced, a copy of the map must be downloaded and supplied to the BMWRDC and this will be used as the base-line map for all comparisons. The BMWRDC may download maps at any time for comparison with the base-line map, ideally this should be performed in parc ferme after qualification and race.

The driver is responsible for the supply and fitting of a suitable interface cable (serial / USB) to allow direct connection from the ECU to the BMWRDC laptop.

5.8 Suspension:

5.8.1 PERMITTED MODIFICATIONS A, B and C CLASSES ONLY

Modification to the suspension is subject to the following conditions:

The spring and damper configuration and all of the original mounting points must be retained and used in the operation of the suspension for that particular model except that coil over dampers may be used on the rear. The replacement of bushes by adjustable spherical bearings is only permitted on the following:

The top mounts of the front dampers, the top and bottom of the rear dampers and the anti roll bars.

5.8.2 All other bushes and bearings must either be as originally supplied; replaced by spherical bearings inside the original mounting; BMW supplied Group N alternatives or with the rubber replaced by nylon or nylatron type material.

5.8.3 CLASS D 318is Adjustable shock absorbers may be fitted provided there is only one manual mechanical damping adjustments & there are no remote reservoirs. Coil over suspension kits are allowed. Competition suspension advised to be used. Upgraded anti-roll bar allowed.

5.8.4 PROHIBITED MODIFICATIONS A, B and C CLASSES ONLY

The fitting of suspension or suspension components from one model to another.

The fitting of spherical bearings, which cause the original location of the bush to be altered.

The use of non-standard, fabricated or modified rear beams, trailing arms or wishbones is prohibited. The strengthening of suspension parts is allowed. Any component which alters the position of the suspension mounting points from their original and standard location is prohibited.

5.8.5 WHEELBASE ALL CLASSES

Wheelbase must remain as per manufacturer's original specification for that particular model. Measurements will be taken by the hub.

5.9. Transmissions:

5.9.1 PERMITTED MODIFICATIONS A, B and C CLASSES ONLY

Gearboxes may be swapped from model to model provided that only BMW manufactured parts with BMW part numbers as originally supplied in the in the UK for that specific gearbox are used. Gear ratios must be as supplied with the gearbox in production form. Only casings and gears of BMW supply may be used. Mounting and Location points must be used as intended by the manufacturer.

5.9.2 CLASS D 318is Only five speed gearbox supplied with car can be used.

5.9.3 PROHIBITED MODIFICATIONS ALL CLASSES

The fitting of sequential gearboxes to vehicles in which they were not originally available.

The use of non-BMW parts and/or ratios, which did not appear in the production version of the gearbox in question. Re-location of the gearbox or final drive from its original position as specified by the manufacturer for that particular model.

The fitting, or use of traction control and/or launch control systems are prohibited unless fitted as standard on the original vehicle.

5.9.4 TRANSMISSION FINAL DRIVE RATIOS. A, B and C CLASSES ONLY

Only casings and ratios found in original production BMW models can be used.

5.9.5 CLASS D 318is No Limited Slip Diff's allowed

5.10 **Electrics:** ALL CLASSES

5.10.1 EXTERIOR LIGHTING

All classes will have fully operational headlights, tail lights, rear indicator lights, rear hazard lights and brake lights which conform to the original construction and use regulations as obtained by the manufacturer.

5.10.2 REAR FOG LIGHTS All classes will have fully operational fog lights as laid down in the manufacturers construction and use regulations.

5.10.3 BATTERIES In all classes the battery location and type is free provided that its type and location conforms to section C(b)20 of the "MSA" Yearbook

5.10.4 GENERATORS The alternator must remain within the engine compartment and must remain fully operational at all times

5.10.5 CLASS D 318is – ECU's must be standard. The club will have ECU's for both models on hand to interchange for

5.11 **Brakes:**

5.11.1 PERMITTED MODIFICATIONS A, B and C CLASSES ONLY

All braking components are competitors choice, providing that they conform to the construction and use regulations as laid down and obtained by the manufacturer and to the limits detailed below.

All Classes: Brake disc diameter is a maximum of whatever was fitted to the original vehicle specification in production form, as long as the original brake callipers are used. Disc and callipers must retain the BMW part number as proof of origin.

Other than these, alternative discs and callipers may be used, providing that the Brake disc diameter is a maximum of 330mm, thickness is a maximum of 30mm.

A maximum of four pistons in a single calliper per wheel are permitted except for the E46 M3 where 6 piston callipers are allowed with a maximum of 356mm discs.

The fitting of Aeroquip brake pipes and removal of the back plates is permitted.

5.11.2 CLASS D 318is Front & Rear brakes to be retained as standard up grade of disc & disc brakes pads is allowed. Braided brake hoses may be used. You must retain the original standard size. 286mm

5.11.3 PROHIBITED MODIFICATIONS

All items must still conform to the construction and use regulations as laid down and obtained by the manufacturer.

5.12 **Wheels/Steering:**

5.12.1 PERMITTED OPTIONS

Wheel diameter is 18" 17" or 15" for Class A, 17" & 15" for Class B and 15" only for Classes C & D - invitation class maximum 18".

Construction and material is free

High ratio steering racks may be fitted with in a BMW manufactured casing.

Power steering pumps and equipment may be removed

Class	Maximum Wheel Width	Maximum Wheel Dia.	Maximum Tyre Width	Aspect Ratio
A	9"	18"	225mm front	45 <i>40</i>
A	9.5"	18"	265mm rear	35
A	9"	17"	225mm	45
A	9"	15"	225mm	50
B	9"	17"	225	45
B	8"	15"	205mm	50
	8"	15"	225mm 5, 6 series	50
C	7"	15"	205mm 2, 3 series	50
	8"	15"	225mm 5, 6 series	50
D	8"	15"	205mm	50

5.12.2 PROHIBITED OPTIONS ALL CLASSES

All steering components and internals will be of BMW manufacture except as shown in 5.12.1 and 5.6.1

5.13 Tyres:

5.13.1 SPECIFICATIONS - Treaded tyres only

5.13.2 NOMINATED MANUFACTURER

The control tyres for the Championship are KUMHO Ecsta V700 with the compound mark K9A in an ellipse, which is moulded into the sidewall. All other compounds are prohibited. Tyres may be tested with a durometer.

5.13.3 It is not permitted to alter the pattern of the control tyres by cutting.

5.14 Weights:

Weight is defined as the whole vehicle, with the driver in full racing kit, at the end of each qualification/ race entered.

5.15 Fuel Tank/Fuel:

5.15.1 CLASS A, B & C Fuel tank size and type is of competitor choice but must conform to regulations contained in the "MSA" Yearbook

5.15.2 CLASS A, B & C Where a replacement tank is fitted it must be mounted in the boot and the original must be removed, at all times it must conform to the regulations in the "MSA" Yearbook

5.15.3 ALL CLASSES Regular pump fuel as defined in "MSA" Yearbook C(b)19.

5.15.4 CLASS D 318is – Fuel tank standard. Location Standard

5.16 Silencing:

All classes must comply with "MSA" Yearbook C(b)23 and with the restrictions laid down in the Road Traffic Act.

5.17 Numbers / Decals:

5.17.1 To be eligible to compete in a Championship race and obtain points, it is mandatory to display (subject to availability):

- BARC Shield on each side of the vehicle
- All Sponsor's decals (as instructed by the Championship Co-ordinator)
- Class identifier alongside the competition number. (These will be supplied by the BMW RDC)

5.17.2 Competition numbers will be obtained at the competitor's expense. Championship decals will be supplied by the Title sponsor, tyre supplier and/or any other sponsor and/or BMW RDC. See 5.17.3 for placement.

5.18 Miscellaneous:

- 5.18.1 The eligibility scrutineer/organisers reserve the right to inspect any vehicle at any time, this will be carried out in the scrutineering bay. They also reserve the right within the general regulations of the "MSA" Yearbook to strip or seal any part or parts of a vehicle. The competitor will bear all cost of such an inspection. If the vehicle is found to be outside the regulations for the class entered it will lead to exclusion from the results of that event and the loss of Championship points scored to that date, the eligibility scrutineer/organisers reserve the right to report any such competitor to the "MSA".
- 5.18.2 The eligibility scrutineer/organisers reserve the right at any time to subject a car to an official test to check engine power. The same right will exist to measure the weight of the car. Failure to comply at the time of request will render the competitor to loss of their 2 highest points scoring rounds to the date of the refusal.
- 5.18.3 It is the competitor's responsibility to ensure that the following documents are available at each round of the Vehicle specification sheet.
A copy of the Vehicle Specification sheet must also be in the possession of the eligibility scrutineer before the first race entered. Failure to do so will render the vehicle ineligible. Vehicle photographs with bodykits as intended to be used in competition must be included.
- 5.18.4 In the case of original BMW Manufactured parts not being sold on the open market within the UK competitors should check with the eligibility scrutineer/organisers before purchase and fitting to a vehicle.
- 5.18.6 It is the 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. Any vehicle found to be in contravention of the regulations will render the competitor and vehicle to be excluded from the championship.
- 5.18.7 Competitors who wish to change their class will only be permitted to do this once in each championship year. Having changed, no change back or to any other class is allowed. The competitors points cannot be transferred to the new class

6. APPENDICES:

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

6.1 Race Organising Club and Contacts:

Co-ordinator (BARC)	BARC, Thruxton Circuit, Andover, Hampshire SP11 8PN Tel: 01264 882200 Fax: 01264 882233 E-mail: nbush@barc.net
Eligibility Scrutineer:	Jeff Nixon, 51 Polperro Way, Hucknall Notts NG15 6JX Tel (w) 07785 352605 (h) 01159 631749 (Do not call after 22.00)
BMW RDC	Trevor Ford, 27 Cranbrook Drive, Esher, Surrey KT10 8DW Tel: 07710 493953 Email: trevor@bmwrdc.com

6.2 Commercial Undertakings:

6.2.1 Trade Support Vehicle Decals:

Any competitor who is proposing to carry vehicle sponsor advertising which may be deemed to be in conflict with the main Championship Sponsor/s must first seek the approval of the BARC Championship Co-ordinator prior to the appearance of the vehicle at its first meeting of the season.

Any decision that is made by the BARC Championship co-ordinator in this respect shall be at his/her discretion and shall be final.

6.2.2 Any competitor who is subsequently found to be in breach of 6.2.1 shall immediately forfeit any Championship points or prize money that may otherwise have been won until the situation is rectified to the satisfaction of the BARC Co-ordinator

6.2.3 Overall Patches: As instructed by Championship Co-ordinator

6.2.4 Should a competitor bring the Championship into disrepute, their membership of the BMW Racing Drivers Club and their entry into the Championship will be suspended.

6.3 Driving Standards

BMW RDC are determined to see that these regulations are enforced. Carl Ford & Kevin Plant are retained to act as Driving Standards Advisors on behalf of BMW RDC. He may also be supplemented by others from time to time. They will be working with meeting organisers and will investigate all on track incidents, whether triggered by judicial action initiated by the Clerk of the Course, by competitor complaint, or by their own observation notwithstanding that the Clerk of the Course may already have imposed a penalty under MSA Regulations. BMW RDC DSA's are empowered to call a competitor to investigate any incident and may supplement their own investigations by the use of track Observers reports, where available and deemed appropriate by the Clerk of the Course, at the event in question. They are empowered to apply penalties in three categories.

- i) Driving in a manner which is considered **careless** by the BMW RDC DSA - to be penalised by written warning. Two written warnings in six meetings will cause a yellow card to be issued.
- ii) Driving in a manner which is considered **reckless** by the BMW RDC DSA - to be penalised by the issuing of a yellow card. Two yellow cards in six meetings will cause a red card to be issued.
- iii) Driving in a manner, which is considered **dangerous** by the BMW RDC DSA - to be penalised by the issuing of a red card.
- iv) Refusal to co-operate with the BMW RDC DSA will result in the issuing of a red card
- v) A red card will cause the suspension of membership from BMW RDC for a period of two race meetings, which will both count as points scoring rounds with zero points score.
- vi) The issuing of two red cards in one season will result in the suspension of BMW RDC membership for the remainder of the season.
- vii) Each penalty will have a shelf life of six races from the date that the penalty is applied. After this period, the penalty will not be used for the purposes of totting up.
- viii) Suspension of BMW RDC membership will mean that the competitor is ineligible to compete in the championship during the period of suspension.

6.4 Technical Scrutineering

BMWWRDC are determined to see that technical regulations are enforced. If you are asked to make changes to your vehicle, it will be to ensure that it complies with the technical regulations as written. Failure to comply with an order to make changes will cause the suspension of membership from BMWWRDC for a period of one race meeting that will count as a points scoring round with a zero points score. Do not expect to race if your vehicle is in breach of the technical regulations of this championship.

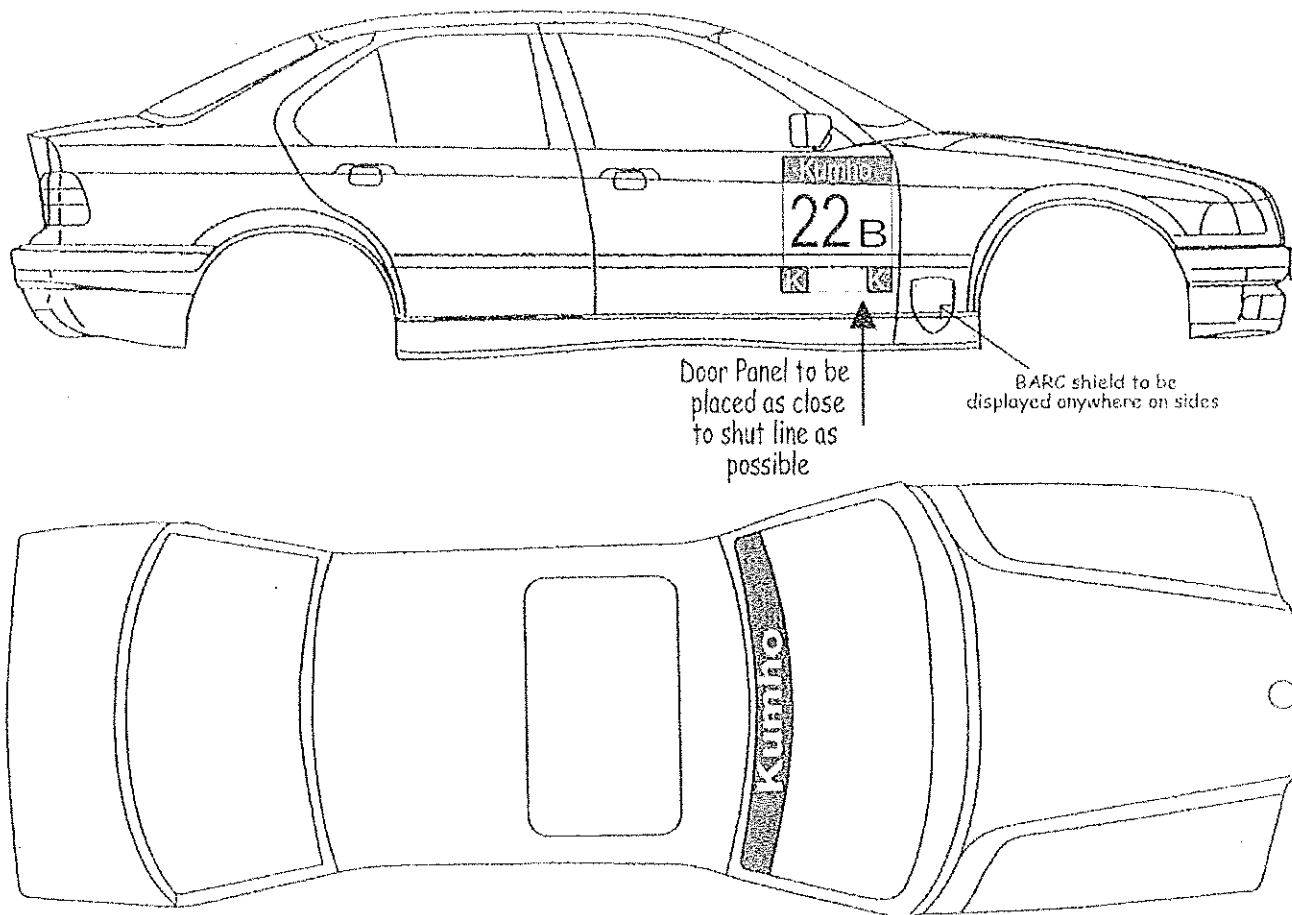
We will nominate people to work with the MSA Eligibility Scrutineer at the meetings. They are available for assistance with interpretation of the regulations and have the absolute right to inspect any competing vehicle. Please assist them with their duties. Any refusal will be deemed to be a breach of BMWWRDC regulations and will cause the suspension of membership from BMWWRDC for a period of one race meeting which will count as a points scoring round with a zero points score.

6.5 Paddock Discipline:

You are required to park competition vehicles together in the paddock. Please follow the instructions on the final instructions with regard to paddock layout. If you fail to do so, you will be asked to move, either by another championship coordinator or our club representative. You are obliged to follow instructions on this procedure. Failure to readily comply, could lead to the suspension of your membership of the BMWWRDC, which would in turn render you ineligible to race. Please assist us by ensuring that this does not occur.

2009 Kumho BMW Championship

6.6 Sponsors Decal Placement (see 5.17.3)



2009 KUMHO BMW CHAMPIONSHIP

7. REGISTRATION FORM

Please complete in capital letters

NAME OF DRIVER: _____

ADDRESS: _____

_____ POSTCODE: _____

TEL(DAY): _____ (EVE): _____

E MAIL ADDRESS: _____

AGE: _____ DATE OF BIRTH: _____

NATIONALITY: _____

COMPETITION LICENCE No: _____ GRADE: _____

BARC MEMBERSHIP No: _____ (Compulsory)

BMWRDC MEMBERSHIP: _____ (Compulsory)

NAME OF ENTRANT: _____

ADDRESS: _____
(if different from above)

_____ POSTCODE: _____

TEL(DAY): _____ (EVE): _____

ALL CORRESPONDENCE SHOULD BE SENT TO: DRIVER ENTRANT

CAR: **BMW** MODEL: _____ CC: _____

CLASS ENTERED

CLASS A CLASS B CLASS C CLASS D CLASS I

CLASS I (INVITATION CLASS) IS FOR CARS (INCLUDING BMW MINIS) AT THE DISCRETION OF THE BMW RDC

PREFERRED COMPETITION NUMBER: _____
(2 - 84 Subject to availability)

PLEASE COMPLETE REVERSE OF FORM

SIGNATURE OF ENTRANT: _____
(if different from Driver)

SIGNATURE OF DRIVER: _____

PREVIOUS RACING EXPERIENCE OF DRIVER: _____

TO BE COMPLETED BY ALL APPLICANTS:

I wish to register for the **2009 KUMHO BMW CHAMPIONSHIP** and I declare that the information given above is correct. I understand that should the above information change in any way I will confirm details in writing to the BARC as detailed below.

SIGNED: _____ DATE: _____

ONCE FULLY COMPLETED THIS FORM SHOULD BE RETURNED, WITH THE FEE AND ONE COPY OF THE VEHICLE SPEC SHEET, TO:

Trevor Ford, 27 Cranbrook Drive, Esher, Surrey KT10 8DW

PRIOR TO THE FIRST RACE ENTERED

FOR OFFICIAL USE ONLY	
REGISTRATION FEE - £150 (£75)	PAYABLE TO: BMW Racing Drivers Club
DATE RECEIVED:.....	
DATE REGISTRATION CARD SENT:.....	
COMPETITION NUMBER ALLOCATED:.....	

2009 KUMHO BMW CHAMPIONSHIP

7.1 SPECIFICATION SHEET FOR VEHICLE

Please send this copy with the Registration Form and Fee to:

Trevor Ford, 27 Cranbrook Drive, Esher, Surrey KT10 8DW

This form must be completed in full and have a photo attached. Any unanswered or TBA answered items will result in the return of registration.

Entrant / Driver: _____ Championship No: _____

Class Entered: _____ Vehicle Model No: _____ No of Doors: _____

Vehicle identification mark: _____

Year of vehicle registration: _____

Chassis No: _____ Engine No: _____

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

Number of valves per cylinder: _____ Turbo or Non-turbo: _____

Vehicle colour: _____
(Attach photograph if available.)

Make of body kit if fitted: _____

We urge all entrants/drivers to ensure that the specification as detailed above is correct in respect of the vehicle entered in the Championship.

2009 KUMHO BMW CHAMPIONSHIP

7.1 SPECIFICATION SHEET FOR VEHICLE

Please send this copy to the Eligibility Scrutineer.

Jeff Nixon, 51 Polperro Way, Hucknall Notts NG15 6JX

This form must be completed in full and have a photo attached. Any unanswered or TBA answered items will result in the return of registration.

Entrant / Driver: _____ Championship No: _____

Class Entered: _____ Vehicle Model No: _____ No of Doors: _____

Vehicle identification mark: _____

Year of vehicle registration: _____

Chassis No: _____ Engine No: _____

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

Number of valves per cylinder: _____ Turbo or Non-turbo: _____

Vehicle colour: _____
(Attach photograph if available.)

Make of body kit if fitted: _____

We urge all entrants/drivers to ensure that the specification as detailed above is correct in respect of the vehicle entered in the Championship.

