

# 2011 LACKFORD ENGINEERING AUSTIN HEALEY CLUB CHAMPIONSHIP

## 1. SPORTING REGULATIONS – GENERAL

### 1.1 Title & Jurisdiction:

The 2011 LACKFORD ENGINEERING AUSTIN HEALEY CLUB 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: **CHR2011 /**  
MSA Championship Grade: **C**

Race Status: **National B**

### 1.2 Officials:

1.2.1	Championship Coordinator:	Nicola Bush	BARC
1.2.2	Drivers Representative:	Joe Cox	AHC
1.2.2	Licensed Eligibility Scrutineer:	Keith Marchment	BARC
1.2.3	Championship Stewards:	Dale Wells	BARC
		Rick Smith	BARC
		Bill Coombs	BARC
		Jamie Champkin	BARC

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 2011 MSA Entrants Licence.
- 1.3.2 Drivers and Entrant/Drivers must be fully paid up valid membership card holding racing members of the BARC and the Austin Healey Club Limited, be registered for the Championship and be in possession of a valid MSA Competition (Racing) National B minimum.
- 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 as competitors for the championship by returning the attached registration form to the Coordinator at the BARC prior to the closing date for the first round being entered. Championship points may only be awarded to competitors who have fully complied with this regulation.

**CLOSING DATE FOR 2011 REGISTRATION WILL BE 1st APRIL 2011 (Date of Round 1). ALL REGISTRATIONS AFTER THAT DATE WILL BE ENTERED IN CLASS G (INVITATION) AND WILL NOT BE ELIGIBLE FOR CHAMPIONSHIP POINTS**

- 1.4.2 Alternatively, competitors may register 'on line' by visiting the BARC website at [www.barc.net](http://www.barc.net). When registering on line competitors should NOT complete and submit the paper version of the registration form (section 7).
- 1.4.3 The registration fee is **£120.00 (inc VAT)** Cheques payable to "**HealeySport**"
- 1.4.4 Registrations will be accepted from 1st Jan 2011. (or when on line registrations go 'live').
- 1.4.5 Registration numbers will be the permanent competition numbers for the Championship. Each registered driver will be allocated a permanent number for the season by the BARC Co-ordinator and these will be issued strictly on receipt of a fully completed registration form.
- 1.4.6 Official Championship registration cards will be issued by the BARC only on receipt of the attached registration form.



Championship Dinner may not be eligible to receive any prizes. Such prizes may be withheld and not be presented to any other driver.

- 1.7.4 No driver can win more than one award for the championship with the exception of the last five trophies in 1.7.3 above.
- 1.7.5 **Presentations:**  
Awards and trophies may be provided for presentation at the end of each race, the drivers hospitality in the paddock or at the end of the meeting presentation ceremony.
- 1.7.6 In the event of any provisional results or championship tables being revised after any presentations, and such revisions affect the distribution of any awards, the competitors concerned must return such awards to the Austin Healey Club in good condition within 21 days.
- 1.7.7 If presented at the 2010 Prizegiving Dinner Dance, all 2011 Austin Healey Club Championship trophies are to be returned to the Austin Healey Club by 1st November 2011 at the very latest.

## **2. SPORTING REGULATIONS - JUDICIAL PROCEDURES:**

- 2.1 Rounds:** In accordance with **Section C** of the 2011 MSA Yearbook and these regulations
- 2.2 Championship:** In accordance with **Section C** of the 2011 MSA Yearbook and these regulations

## **3. SPORTING REGULATIONS - CHAMPIONSHIP RACE MEETINGS & RACE PROCEDURES**

### **3.1 Entries:**

- 3.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry closing dates which shall be 20 days before each round.
- 3.1.2 Incorrect or incomplete entries (Including Driver to be Nominated Entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Meeting receives the missing or corrected information or fee.
- 3.1.3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Secretary of the Meeting in writing, If Driver or 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 the event in question.
- 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 must practice and replace withdrawn or retired entries in reserve number order irrespective of class. If reserves are given grid places prior to issue of the 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. Should any qualifying session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session to achieve the championship criteria and the decision of the Clerk of the Course shall be final.

3.3.2 For races marked (D/Header) in section 1.5., where it is planned to hold two championship races, there shall normally be two qualifying session as per 3.3.1. above. However, the constraints of individual event timetables may not allow for two qualifying sessions in which case one session will be scheduled. Where this is the case, the fastest lap set in qualifying will set the grid position for race one. The second fastest time set in the same qualifying session will set the grid position for race two. Competitors will be informed which of these options is to be used by way of Supplementary Regulations / Final Instructions

### 3.4 Qualification Criteria:

Each driver should complete a minimum of 3 laps qualifying in the car to be raced and in the correct session in order to qualify for selection and order of precedence as set out in the MSA regulation **Q4.5** The Clerk of the Course and/or Stewards of the meeting shall have the right to exclude any driver whose qualifying times or driving are considered to be unsatisfactory as per MSA regulations **Q4.5**.

### 3.5 Races:

The standard minimum scheduled distance shall be 20 minutes whenever practicable (or where a two race format is employed the race distance will be 2 x 20 minutes) but should any race distance be reduced at the discretion of the Organisers of the meeting or the Clerk of the Course or Stewards of the Meeting it shall count as a full points scoring round

### 3.6 Race 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:**  
2 minutes to start of Green Flag 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 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 Lap or start are required to indicate their situation as per MSA Regulation **Q12.13.2**. and any drivers unable to maintain grid positions on the Green Flag Lap to the extent that all other cars are ahead of them, may complete the Green Flag lap but must remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.

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

3.6.7 A five second board will be used to indicate that the grid is complete. The red lights will be switched on five seconds after the board is withdrawn. In the event of any starting lights failure the starter will revert to the use of the National Flag.

### 3.7 Practice / Qualifying & Race Stops:

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

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

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

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

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

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

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

The race will restart from a grid set out by the finishing order of part one (as per **Q5.4.3**). The **final** result of the race will be the finishing order of part two. The length of the re-started race will be determined by the Clerk of the Course.

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

### 3.8 Re-Scrutiny:

All vehicles reported involved in contact incidents during races or practice must be 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 Safe Regulations are complied with at all times.

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

3.9.3 Refuelling: May only be carried out in accordance with the MSA Regulations **Q13**, Circuit Management regulations and the SR's or final instructions issued for each Circuit/Meeting.

### 3.10 Race Finishes:

After the chequered flag drivers are required to progressively and safety slow down, remain behind any competitors ahead of them, return to the pit lane entrance/paddock entrance as instructed, comply with the directions given by marshals or officials and keep their helmet on and harness done up while on the circuit or in the pit lane.

### **3.11 Results:**

All practice time sheets, grids, race results are to be deemed PROVISIONAL until all vehicles are released by the 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 cars (**Q12.2.1.**) for the purposes of accurate timing. Holders for these and detailed fitting instructions will be issued with the transponders and it will be the responsibility of the competitor to fit these in the car in the position and manner specified. The Modules must be in place and functioning correctly for all Championship qualifying practice sessions and races. The setting and servicing of these items must only be carried out by properly authorised MSA licensed Timekeepers. Competitors will be charged by the timing company for replacement of the Modules due to misuse or loss at any time during the season.

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

### **3.13 Safety Car:**

There is no provision for the use of a Safety Car in any event forming part of this Championship

## **4. CHAMPIONSHIP RACE PENALTIES:**

### **4.1 Infringements of Technical Regulations:**

4.1.1 Arising from post practice Scrutineering or Judicial Action:

Minimum Penalty: The provisions of MSA regulations: **C3.3**

4.1.2 Arising from post race Scrutineering or Judicial Action:

Minimum Penalty: The provisions of MSA regulations: **C3.5.1 (a) and (b)**

For infringements deemed to be of a more serious nature the Clerk of the Course and/or Stewards of the meeting are to invoke the provisions of regulations **C3.5.1 (c)**.

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

### **4.2 Infringements of non technical MSA regulations and the sporting regulations issued for the Championship**

as per 2011 MSA Judicial Procedure Regulations.

# 2011 AUSTIN HEALEY CLUB CHAMPIONSHIP

## 5. TECHNICAL REGULATIONS:

### 5.1 Introduction:

The following technical regulations are set out in accordance with the MSA specified format, and it should be clearly understood that if the following does not clearly specify that you can do it, you should work on the principle **THAT YOU CANNOT**.

### 5.2 General Description:

The 2011 Austin Healey Club Championship is for competitors participating in Healey and Austin-Healey vehicles and their derivatives only.

#### 5.2.1 Classes:

There will be seven classes eligible in the Championship:

Class A	Modified Healey 100
Class B	Modified Healey 100/6, 3000 & 100S
Class C	Road-going Sprite
Class D	Semi Modified Sprite
Class E	Modified Sprite
Class F	Road-going Big Healey
Class G	Healey Invitation Class

### 5.3 Safety Requirements

MSA Yearbook **Appendix K** safety criteria regulations as listed below.

**K1.2.1, K1.3.1, K1.3.2, K1.3.3, K1.3.4, K1.3.5 (a) & (b), K1.3.6, K1.3.7, K1.3.8, K1.6.1, K1.6.2, K1.6.4, K2.1.2 or 3, K3.1.1** as a minimum and apply as appropriate.

All Rules in the following Sections: **K4, K5, K6, K7, K8, K9, K10, K11, K12, K13 and K14** as relevant.

### 5.4 General Technical Requirements and Exceptions:

All vehicles must comply with MSA General Technical Regulations and the relevant parts of **Sections J & Q** of the MSA Yearbook except where specified below

#### 5.4.1 Road going classes/cars

Classes C & F must have documentation proving that the car was originally built as a Healey/Austin Healey which must be produced when signing on or at scrutineering if requested

Class A	Original or identical new chassis acceptable.
Class B	Original or identical new chassis acceptable
Class C	Original or Heritage chassis acceptable
Class D	Original or Heritage chassis acceptable
Class E	Free. Must comply with MSA Regulation <b>Q19.3</b> .
Class F	Original or identical new chassis acceptable

### 5.5 Chassis:

5.5.1 Classes C & F All major components must be retained. Chassis and suspension components may be strengthened by seam welding, addition of fillets etc

Classes A, B, D & E Unused components and associated wiring, fixings etc may be removed for lightening purposes. Chassis and suspension components may be strengthened by seam welding, addition of fillets etc

### 5.6 Bodywork:

5.6.1 General  
Classes A, B & F All body panels to be located as original.  
Classes C All body panels to be located as original. A one piece fibreglass front may be fitted. Original battery tray / heater duct and inner wings must be retained.



	Class D	All body panels to be located as original. A one piece fibreglass front may be fitted.
	Class E	Free. MK I Sprites must retain the lighting pods.
	Classes C, D & E	Chassis may not be widened or lengthened by cutting and adding material (i.e. ringing techniques)
	Classes D & E	Without compromising safety or structural integrity, material may be removed for lightening purposes from panels which will be hidden from view when car is in use.
5.6.2	Interior Classes A, B & E Class C & F	Free. Passenger seat may be removed. Door panels must be retained. Original dashboard must be retained.
	Class D	Passenger seat may be removed. Material free. Original pattern dashboard must be retained. Material free.
5.6.3	Exterior Class A, B & F Class C	Panel Material - Steel or aluminium, Windscreens & Hardtops - Free. Panel Material – Free. Original windscreen must be fitted. Hardtop or soft-top must be fitted.
	Classes D & E	Panel Material - Free, Windscreens & Hardtops - Free.
	Classes A, C & F	Must run original radiator grille & surround - 50% of grille material may be removed to aid cooling.
	Class D	Must have original grille surround.
	Classes B & E	Grille free
5.6.4	Silhouette <b>Front</b> Classes A, B & F Class C	Original Original. Mk 2, 3 & 4 Sprites may use round wheel arch panels as replacement for original panels or may have square arches jacked out to allow approved wheels and tyres to be fitted.
	Class E	Wheel arches may be flared to a maximum of 2" either side [external measurement] from original line of bodywork.
	Classes D and E	As for Class C but period special bodied Sprites are permitted
	<b>Side</b> All classes	Original including windscreen and proprietary hardtop if fitted. Bumpers may be removed.
5.6.5	Ground Clearance Class C & F All other classes All Classes:	100 mm measured at the lowest point of the cill Free subject to MSA Regulation C(b)26(k) (currently 40mm) Ground clearance may be adjusted by means of spring lengths, tyres, lowering blocks and spacers, within the limits of the class minimum.
5.6.6	Modifications Prohibited: All classes	No aerodynamic aids, rear wings, front air-dams, diffusers or venturi's.

## 5.7 Engine:

### 5.7.1 General

Class A & 100S	BMC/Austin A90 or A70 engine only. Cubic Capacity - 2660cc +60 thou, stroke - Original. Inlet manifolds - standard, Camshaft - Free, Head - Original or Aluminium replacement (valves Free). Steel Cranks and rods permitted.
Class B (100/6 & 3000)	BMC/Austin/Morris C Type A95, A105 or A110 engine only, Cubic Capacity - 2912cc + 60 thou, Camshaft - Free, Stroke - Original, Head - Original or Aluminium replacement. Valves Free. Steel Cranks and rods permitted.



- 5.8.1 Class A, B & F Front: Anti-Roll Bar - Free; Suspension - Lever arm from original dampers; Camber/Castor - Adjustable by shims or offset drilled bush in top link; Sliding top mounts are permitted  
Springs - Original location, rate free;  
Dampers Original location, rate free.  
Rear: Springs - Original location, rate free;  
Dampers - Original location, rate free.
- Class C Front: Anti-Roll Bar – free. Drop links original. Bush material free.  
Suspension – Top trunnions free. Rose jointing not permitted. Original lever arm and bottom wishbone must be retained.  
Camber/Castor - Adjustable by offset bush or shims.  
Springs - Original location, rate free.  
Dampers - Original lever arm unit. Valves and oil free. External adjustment valves prohibited.  
Rear: Springs - Original location, rate free. Bush material free.  
Dampers – Original lever arm units. Valves and oil free. External adjustment valves prohibited.
- Class D Front: As Class C except: Negative camber top trunnions and anti roll bar rose jointed drop links are permitted.  
Rear: As Class C except: Dampers - free; Panhard Rod - Free. Rose jointing Permitted.
- Class E Front: Anti-Roll Bar - Free. Bush material - Free.  
Suspension – Original Armstrong damper body and lever arm and bottom wishbone must be retained. Second rose jointed top link may be added. Second link, if added, must pivot along the axis of the original lever arm and no further than 16.5cm rearwards from the front edge of the original lever arm.  
Camber/Castor – Lever arm top link may be modified by addition of rose joints and fabricated trunnions to provide adjustment.  
Springs - Original location, rate free;  
Additional dampers permitted.  
Rear: Springs - Free. Bush material free.  
Dampers - Free; Panhard Rod - free. Additional locating members free. Rose jointing permitted. Independent rear suspension prohibited.

## 5.8.2 Wheelbase and Track

- Class C Original  
Class D & E Free but tyres must be inside bodywork  
Classes A, B & F Wheelbase Original. Track front 1270 max. Rear 1285 max.

## 5.9 Transmissions:

- 5.9.1 Class A Rear Axle - Original Casing, ratio free.  
Rear Axle Location via Panhard rod.  
Gearbox – Austin/Morris C type only, ratios free.
- Class B (except 100S) Rear Axle - Original casing, ratio free. Rear Axle Location by means of a pair of radius arms or tramp links. In addition, a panhard rod or differential sliding trunnion may be used.  
N.B. Drivers should be aware that this set-up should be used for UK Championship and HDI races only and may not meet FIA regulations.  
Gearbox – Austin/Morris C type only, ratios free, Limited Slip Differential - Free.
- 100S As Class A. David Brown gearbox permitted.
- Class C Rear Axle - Original casing, ratio free. No additional location points. Half shafts free. Gearbox - Austin A Series only, (ribbed permitted) ratios free. Clutch and operation free.

Class D Rear Axle - Original casing, ratio free. Rear axle locations - 1 extra point. Half shafts free. Gearbox - Austin A Series only, (ribbed permitted) ratios free. Clutch and operation free.

Class E Rear Axle - Casing free, ratio free. Additional location members free. Half shafts free. LSD or locked differentials permitted. Gearbox, clutch and operation free, 5 forward speeds maximum.

Class F As Class A but Radius Arms permitted for 6 Cyl cars

5.9.2 Modifications Prohibited: Classes A, C, D & F Limited Slip Differentials prohibited  
Class E Transaxles and sequential gearboxes prohibited.

## 5.10 Electrical:

5.10.1 Exterior Lighting: All Classes must have all external lights fitted as they had when in production in accordance with the road traffic act for the period of production. All fitted headlights, sidelights, brake lights and indicators must be in working order.

5.10.2 Rear Fog Light: All classes : Mandatory, fitted and working

5.10.3 Batteries:  
Classes A, B, D & E Free  
Class C & F Type free, original location

5.10.4 Generators (alternator or dynamo):  
All Classes Mandatory, fitted and working

5.10.5 Class E Wiring and ancillaries free.

## 5.11 Brakes:

5.11.1 Modifications permitted:  
Class A Front - Solid Discs. Rear - Drums  
Class B & F Free - No Ventilated Discs. If used, 3 pot calipers must be of period.  
Class C Front - Original solid Spridget Discs, Spridget calipers. Rear - Original Drums 7" or 8". Brake bias must not be adjustable from drivers seat. Front backplates may be removed to aid cooling. Drilling or grooving of discs or drums prohibited.  
Class D Front - as per Class C except: Additional cooling holes may be made in backplates and cooling ducts may be fitted into front valance or hidden under the car.  
Class E Free.  
All Classes Dual circuit conversions permitted. Servo assistance permitted

## 5.12 Wheels/Steering:

5.12.1 Permitted options:  
Class A Rim Width - 5.5 inches max., Rim Diameter - 15 inches only.  
Class B & F Rim Width - 6.0 inches max., Rim Diameter - 15 inches only.  
Class C Rim Width - 5.5 inches max., Rim Diameter - 13 inches only  
Class D Rim Width - 5.5 inches max., Rim Diameter - 13 inches only.  
Class E Rim Width - 6.0 inches max., Rim Diameter - 13 inches only.

5.12.2 Construction & Material:  
Classes A, B & F Rim material - Steel, Wire or Alloy. No offset rims permitted  
Classes C,D & E Rim Material - Steel, wire or Alloy

5.12.3 Steering Modifications:  
All Classes Collapsible type steering columns may be used

## 5.13 Tyres:

Class A & 100S	Dunlop R5 or CR65 550 x 15 L racing section - 204 compound only or Avon CR6 ZZ all compounds or Kumho Ecsta 185/70R 15 V70A all compounds
Class B except 100S	Dunlop CR65 550 x 15 L racing section - 204 compound only or Avon CR6 ZZ all compounds or Kumho Ecsta 185/70R 15 V70A all compounds
Class C	MSA List 1A + Yokohama A001R, A008R, A021R, A032R & A048R
Class D	MSA List 1A + Yokohama A001R, A008R, A021R, A032R & A048R
Class E	As Class D plus Avon ACB10 and List 1B (slicks not permitted)
Class F	MSA List 1A + Avon CR66 ZZ all compounds & Kumho Ecsta 185/70R 15 V70A all compounds

#### 5.14 Minimum Weights:

Class A & F	1033 Kg for 6 cylinder & 987 Kg for 4 cylinder cars
Class B	1033 Kg for 6 cylinder & 902 Kg for 100S cars
Class C	670 Kg
Class D	620 Kg (1 litre cars may be 570kg)
Class E	570 Kg

#### 5.15 Fuel Tank/Fuel:

5.15.1 Fuel Tank Location:	All classes in accordance with 2011 MSA Regulations	
5.15.2 Fuel Tank Type:	All classes	Free
5.15.3 Fuel:	All classes	Free as per MSA 2011 regulations.

<b>5.16 Silencing:</b>	All classes	As per MSA 2011 regulations.
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#### 5.17 Numbers and Championship Decals:

To be eligible to compete in a Championship race it is mandatory for cars to display at all rounds:

- a BARC Shield on both sides of the car
- Headline & Class Sponsors stickers / decals as required

Championship numbers and Class letter must be displayed on each door of the vehicle, and also the bonnet.

## 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 Contacts:

BARC	Nicola Bush BARC, Thruyton Circuit Thruyton Nr Andover Hants SP11 8BN	Office 01264 882200 Fax 01264 882233 E mail: nbush@barc.net
AHC COMPS SEC	Joe Cox The Coach House The Isle of Rhe Nibley Green Dursley, Gloucs GL11 6DH	Home: 01453 542087 Mobile: 07710 028163 E-mail at hm: joe.cox2@btinternet.com
ELIGIBILITY	Keith Marchment 54 Above Town Upper Clatford Andover Hants SP11 7QA	01264 356400 (Do not phone after 22.00 hrs)

### 6.2 Class Representatives:

Class A & F	Allan Cameron Dunelm, 39 Highworth Road Faringdon Oxford SN7 7EG	Home: 01367 240671 Work: 01367 241157 Mobile: 07702 152852
Class B	David Smithies Mill Farm, Station Road Flax Bourton Bristol BS48 1NG	Home: 01275 464096 Mobile: 07850 849878 E mail: david@conrealest-ltd.co.uk
Class C	Mark Lister 22 Green Lane Clanfield Waterlooville Hants PO8 0JU	Home: 02392 423182 Work: 0208 7427206 Mob: 07831 752898 E-Mail: listers@sg-practice.co.uk
Class D	Gordon Elwell Chapel Croft Chapel Lane Epperstone Notts NG14 6AE	Home: 01159 663762 Day: 01159 663762 E-Mail: classicrev@aol.com
Class E	Christian Andrew	Home: 07810 756953 E-mail: cwandrew@gmail.com

# 2011 AUSTIN HEALEY CLUB CHAMPIONSHIP

## 7. REGISTRATION FORM:

**Please print clearly in capital letters**

NAME OF DRIVER: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_ POSTCODE: \_\_\_\_\_

TEL(DAY): \_\_\_\_\_ (EVE): \_\_\_\_\_

MOBILE: \_\_\_\_\_ (E-mail): \_\_\_\_\_

AGE: \_\_\_\_\_ DATE OF BIRTH: \_\_\_\_\_

E MAIL ADDRESS: \_\_\_\_\_

COMPETITION LICENCE No: \_\_\_\_\_ GRADE: \_\_\_\_\_

BARC MEMBERSHIP No: \_\_\_\_\_

AUSTIN HEALEY CLUB MEMBERSHIP No.: \_\_\_\_\_

NAME OF ENTRANT: \_\_\_\_\_

ADDRESS: \_\_\_\_\_  
(if different from above)

\_\_\_\_\_

\_\_\_\_\_ POSTCODE: \_\_\_\_\_

TEL(DAY): \_\_\_\_\_ (EVE): \_\_\_\_\_

ALL CORRESPONDENCE SHOULD BE SENT TO: DRIVER  ENTRANT

CAR: AUSTIN HEALEY MODEL: \_\_\_\_\_ CC: \_\_\_\_\_

CLASS ENTERED: A  B  C  D  E  F  G

PREFERRED COMPETITION NUMBER:

**PLEASE COMPLETE REVERSE OF FORM**

SIGNATURE OF ENTRANT: \_\_\_\_\_  
(if different from Driver)

SIGNATURE OF DRIVER: \_\_\_\_\_

PREVIOUS RACING EXPERIENCE OF DRIVER: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

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TO BE COMPLETED BY ALL APPLICANTS:

I wish to register for the **2011 AUSTIN HEALEY CLUB 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 TO:

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

**Together with your cheque for £120.00 (inc. VAT) payable to "HealeySport"**

PRIOR TO THE FIRST RACE ENTERED

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FOR OFFICIAL USE ONLY

REGISTRATION FEE - **£120.00**

DATE RECEIVED:.....

DATE REGISTRATION CARD SENT:.....

COMPETITION NUMBER ALLOCATED:.....