

CNC HEADS SPORTS/SALOON CHAMPIONSHIP 2018

1. SPORTING REGULATIONS - GENERAL

1.1 Title and Jurisdiction

The CNC Heads 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. CH2018/R067 Race Status : Clubmans MSA Championship Grade C

1.2 Officials

- 1.2.1 Co-ordinator : John Leck
30 Glendyke Road
Liverpool
L18 6JR Telephone : 0151 475 9237
07889 760872
e-mail : johnleck.racing@hotmail.co.uk
- 1.2.2 Licenced Eligibility Scrutineer : Peter Gorrie
190 Blackpool Old Road
Poulton le Fylde
FY6 7RL Telephone : 01253 884580
07813 848671
e-mail : petergorrieracing@gmail.com
- 1.2.3 Championship Stewards (any three from) : Mr. D. Wells Mr. E. Cowcill
Mr. E. Jones Mr. M. Mullins
- 1.2.4 Permanent Clerk of the Course : David Williams

1.3 Competitor Eligibility

- 1.3.1 Entrants must :
- (a) be fully paid up valid membership card holding members of the B.A.R.C.(N.W.) and
 - (b) be Registered for the Championship and
 - (c) be in possession of a valid MSA Entrants Licence.
- 1.3.2 Drivers and Entrant/Drivers must :
- (a) be current Members of the B.A.R.C.(N.W.) and
 - (b) be Registered for the Championship and
 - (c) be in possession of valid Competition (Racing) National B status Licence, as a minimum.
 - (d) A professional driver, in possession of a valid Licence (featuring an E.U. flag) and medical, issued by the ASN of a member country of the European Union, or comparable country. ((H)26.2.1. applies)
 - (e) If participation in the Championship requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.
- 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 final closing date 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 Registration numbers will be the permanent Competition numbers for the Championship. Drivers must display the class letter in an unobscured position adjacent to their competition numbers.
- 1.4.4 Registrations will be accepted from 1st January 2018 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 individual race trophies only, 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)

1.5 Championship Events

The CNC Heads Sports/Saloon Championship will be contested over 14 rounds as follows :

Round	Date	Circuit	Organising Club/Centre	Grid Acceptance Date
Round 1	17 th March 2018	Oulton Park	BARC (NW)	5 th March 2018
Round 2 & 3	14 th /15 th April 2018	Cadwell Park	BARC (HQ)	2 nd April 2018
Round 4, 5 & 6	26 th /27 th May 2018	Anglesey	BARC (NW)	14 th May 2018
Round 7	23 rd June 2018	Oulton Park	BARC (NW)	11 th June 2018
Round 8, 9 & 10	1 st /2 nd September 2018	Anglesey	BARC (NW)	20 th August 2018
Round 11 & 12	29 th September 2018	Donington Park	BARC (HQ)	17 th September 2018
Round 13 & 14	20 th October 2018	Oulton Park	BARC (NW)	8 th October 2018

The round on the 23rd June at Oulton Park will be the Dave Simpson Round.

At the rounds on 1st/2nd September at Anglesey the Cam Forbes Memorial Trophy will be awarded.

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.

In a red flagged race a driver who starts in the initial start will count as a starter for calculation of points irrespective of whether they take part in re-starts.

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

At all race meetings, other than those at Oulton Park, drivers who take part in at least one qualifying (even if no time is recorded) or start at least one of the races will receive 4 points in addition to those earned for each race at the meeting. These points will be known as "Away Round Points". These points will not be doubled if a joker is used at one of these rounds.

The overall Championship positions will only be determined from classes A - F and not from the pseudo classes described in 1.6.8 below.

1.6.2 The totals from all qualifying rounds less 2 will determine final Championship points and positions plus all "Away Round Points". If a driver is excluded from a round or meeting then these round(s) will count as a scoring race(s).

1.6.3 Ties shall be resolved using the formula in W1.3.4 in the current MSA Yearbook.

1.6.4 Where the race distance has been reduced (2.6) it shall still count as a full points scoring round.

1.6.5 (deleted)

1.6.6 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.

1.6.7 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 Points" will not be subject to doubling. This nomination must be made to the Championship Co-ordinator or a Championship Committee member (listed in 6.1) prior to the start of practice for the race (or races in the case of a multi 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.

1.6.8 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.

1.6.9 Drivers will receive 3 Championship points for completing a full days marshalling at any race meeting. The appropriate form must be completed and endorsed by the Chief Marshal at the meeting and returned to the Championship Co-ordinator prior to the penultimate race meeting of the Championship.

1.7 Awards

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

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

1.7.3 Championship : At the end of season : Overall : 1st - Trophy; 2nd - Trophy; 3rd - Trophy.
In each class : 1st £190 plus trophy; 2nd - £165 plus trophy; 3rd - £140 plus trophy.
All trophy winners will also receive one free ticket to the Annual B.A.R.C.(N.W.) Dinner Dance in January 2019.

1.7.4 Presentations :

Garlands or Champagne (organising club can choose 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.

1.7.5 A trophy will be presented to each driver qualifying (at the relevant meeting) to start in at least the maximum number of rounds less 4. All recipients of this trophy will also receive 1 free ticket to the Annual B.A.R.C.(N.W.) Dinner Dance in January 2019.

1.7.6 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.

1.7.7 All trophies will be presented at the Annual B.A.R.C.(N.W.) Dinner Dance in January 2019.

1.7.8 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 and account to HMRC using form FEU1, the quarterly return of payments made to non-residential entertainers and 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 :- HMRC Personal Tax International, Foreign Entertainers Unit, St. John's House, Merton Road, Liverpool L75 1BB. Tel : 0151 472 6488 Fax : 0151 472 6483.

1.7.9 Title to all Trophies :

If Provisional Results or Championship Tables are revised after any provisional presentations and such revisions affect the distribution of any awards the Competitors concerned must return them to the organisers in good condition within 7 days.

2. CHAMPIONSHIP EVENT MEETINGS & RACE PROCEDURES

2.1 Entries :

2.1.1 Competitors are responsible for sending in (or completing on-line) correct and complete entries with the correct entry fees prior to the closing date for entries before each event.

2.1.2 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 acknowledgement of entry purposes shall be the date on which the Meeting Organiser receives the missing or corrected information or fee.

2.1.3 Any withdrawal of entry or Driver/Car changes made after acceptance of any entry must be notified to the Meeting Organisers in writing D25.1.12 applies.

2.1.4 The Entry Fee for each round shall be specified in the SRs and on the entry form.

2.1.5 Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.

2.1.6 If a driver qualifies to start at least 9 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%.

2.1.7 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 midnight on the 'Grid Acceptance Date' (as detailed in 1.5 above) for entries the number of registered drivers entered exceeds the number of starters allowed on the grid then the following process will be followed to determine the entries allocated grid spaces :

2.1.7.1 In order to give some priority to entrants who have not yet competed in 2018 ('newcomers'), the grid size allocation will be reduced by 2 and this number of slots will be allocated to drivers who have started (or qualified to start) races this year (2018) in priority sequence by number of starts (or qualifications) then secondly by order of entry up until the allocation is filled. The 2 'newcomer' grid slots will not be allocated at the final meeting.

2.1.7.2 The 2 reserved slots will then be filled by two 'newcomers' prioritised by date of entry. This will fill the available grid slots. If a 'newcomer' takes this slot and subsequently cancels or does not race they would fall to the end of the newcomer list if they enter a future round.

2.1.7.3 The remaining entries will become reserves and be ordered, firstly by number of starts (or qualifications) then secondly by date of entry.

2.1.7.4 If a round(s) of the championship has not taken place prior to the race in question then entries rather than starts will be considered for that round(s).

2.1.7.5 In order to be considered in this process the entry for the race in question must be paid for and the date of payment will be used in the process.

2.1.7.6 If a driver wishes to not compete in all races at a multi header event they will have the lowest priority at the 'grid acceptance date' but will be ahead of entries received after the 'grid acceptance date'. If two drivers enter in one car at a multi header round they must both qualify in the priority process. If not then both will drop to the bottom of priority.

2.2 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.

2.3 Qualification Practice :

2.3.1 Should any Practice session be disrupted the Clerk of the Course shall not be obliged to resume the session or re-run the session; the decision of the Clerk of the Course shall be final.

2.3.2 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 (MSA Regulation Q4.5).

2.3.3 At race meetings running multi header events (i.e. two or more 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 and subsequent rounds, the grid for the second round will be formed based upon the second fastest time in the single qualification session. The grid for the third round and subsequent rounds will be formed from the finishing order of the preceding race including non-finishers (i.e. the grid for race three will be formed from the result of race two). Reserves will take up any remaining grid spaces in reserve order ahead of non-starters from the preceding round.

2.3.4 Qualifying should be for 20 minutes, any deviation from this to be discussed, and agreed, with the Championship Co-ordinator.

2.3.5 When drivers have finished the Practice session all cars should proceed to Parc Ferme unless otherwise instructed. All cars must remain as practiced with fire extinguishers armed. Retired and damaged cars must also be taken to Parc Ferme.

2.4 Races :

2.4.1 Should any race be disrupted the Clerk of the Course shall not be obliged to resume or re-run the race ((Q)5.4) (1.6.4 above applies).

2.4.2 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 the Championship Co-ordinator.

2.4.3 A 'Last Lap' board will be shown to all competitors at the commencement of their last lap.

2.5 Starts :

2.5.1 All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet.

2.5.2 The start will be via a Standing start

The minimum Countdown procedures/audible warnings sequence shall be:-

- I. 1 minute to start of Green Flag/Pace Lap - Start Engines/Clear Grid.
- II. 30 Seconds - Visible and audible warning for start of Green Flag/Pace Lap.
- III. A five second board will be used to indicate that the grid is complete.
- IV. The red lights will be switched on five seconds after the board is withdrawn.

2.5.3 Any car 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 has passed the startline or pitlane exit, whichever is the later to take the start from the grid.

2.5.4 Any driver unable to start the Green Flag/Pace lap or start are required to indicate their situation as per MSA Regulation (Q)12.13.2. In addition any driver 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.

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

2.6 Session Red Flag :

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 pit lane, during practice, and to the starting grid, during a race, unless otherwise directed by officials.

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.

2.7 Pits, Paddock and Pitlane Safety :

2.7.1 Pits & Paddock : Competitors must ensure that MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.

2.7.2 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 due care and respect the pit lane speed limits.

2.7.3 Refueling : May be carried out in accordance with the MSA General Regulations, Circuit Management Regulations and the SR's or Final Instructions issued for each Circuit/Meeting.

2.7.4 Speed Limit : Pit Lane Speed Limit will be as indicated in the Pit Lane.

2.8 Race Finishes :

After taking the Chequered Flag drivers are required to :

- I. Progressively and safely slow down,
- II. remain behind any competitors ahead of them,

- III. proceed to Parc Ferme unless otherwise instructed. All cars must remain as raced with fire extinguishers armed. Retired and damaged cars must also be taken to Parc Ferme.
- IV. comply with any directions given by Marshals or Officials
- V. keep helmets on and harnesses done up while on the circuit or in the pitlane.

2.9 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. (MSA Regulation (D)26.3)

2.10 Timing Modules :

- 2.10.1 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.
- 2.10.2 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.

2.11 Qualification Races : (Deleted)

2.12 Safety Car :

- 2.12.1 Subject to competitors being briefed in advance, the Clerk of the Course reserves the right to introduce a Safety Car at any time during a race until such time as the race leader has completed 75% of the scheduled race distance.
- 2.12.2 The Safety Car will be used in accordance with the regulations as laid down in the MSA Regulations (Section Q, Appendix 2).

2.13 Onboard Cameras :

There are no specific championship regulations over and above MSA regulations and those set by circuit owners.

3. SPECIFIC CHAMPIONSHIP REGULATIONS

3.1 Bringing Championship into Disrepute

The Championship Committee reserves the right to report any inappropriate behaviour or activities to the Championship Stewards. This may lead to the removal of the registration from any driver who brings the BARC, the NW Centre, any officials of the Championship or the Championship into disrepute.

3.2 Entry Fee Refunds

A driver will be entitled to an entry fee refund or transfer to a future round subject to 2.1.3 :

- 1) Withdrawal before signing on - full value
- 2) Withdrawal after practice/practice 1 at multi round meeting – full value less £50
- 3) Withdrawal after race 1 at multi round meeting - the difference in entry fee between a multi round entry fee and a single round entry fee
- 4) Reserve completes practice but unable to race due to no space on grid - full value less £50
- 5) Reserve completes practice and due to grid space only receives a single race at multi round meeting – the difference in entry fee between a multi round entry fee and a single round entry fee

No entry fee transfers will be carried over to the following season.

3.3 Split Grids

If the number of entries is high and exceeds the grid size then, with the agreement of the Championship Co-ordinator, the entry may be split across two races. If this split is carried out then the organisers have the right to combine the grids at a meeting if the numbers fall to such an extent that they can be accommodated by a single grid. This can be initiated for a single round at a multiple round event.

Additional specific regulations have been included in the relevant previous sections and indicated with underlined text and a vertical line to the left hand side.

4. SPECIFIC CHAMPIONSHIP PENALTIES

In accordance with Section C of the current MSA Yearbook.

4.1 Infringements of Technical Regulations :

- 4.1.1 Arising from post practice Scrutineering or Judicial Actions :
Minimum Penalty : The provisions of MSA Regulation C3.3.
- 4.1.2 Arising from post race Scrutineering or Judicial Action :
Minimum Penalty : The provisions of MSA Regulation C3.5.1 (a) & (b)
For infringements deemed to be of a more serious nature the Clerk of the Course will invoke the provisions of MSA Regulation C3.5.1 (c).

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

All motorcycle engine cars will automatically be classed as SPECIAL SPORTS AND SALOON CARS (Classes A, B and C).

Cars fitted with an electrical regenerative power system and/or any source of power additional to the main internal combustion engine will automatically be classified in a specials class (classes A - C) according to the capacity of the main combustion engine.

5(a) SPECIAL SPORTS AND SALOON CAR REGULATIONS

5(a).1 Description

Sports and Saloon Cars which are based upon cars originally designed and built 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

All cars must comply with section (K) Competitor Safety of the MSA Yearbook. In particular it is mandatory for all cars to fit a ROPS complying with K1.6.1 (b) Production Cars and Touring Cars over 2000cc and with a driver's side reinforcement member in accordance with K1.3.5

To comply with K1.6.1 in the case of cars manufactured without a windscreen, the front rollbar as defined in K1.1.5 should have a minimum vertical aperture size of 260mm between the highest point of the front bodywork at its rearmost edge and the underside of the front rollbar. This dimension should be increased if necessary to give clear line of sight for the driver.

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 50mm 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 overall periphery of the existing bodywork, including bumpers, by more than 100mm in accordance with 2018 Year Book regulation (J)5.2.7. 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 front engined cars the engine, engine cover and ancillaries must not be more than 100mm above the highest point of the original bonnet.

5(a).4.6 Rear aerofoils are permitted, maximum length 20% of wheelbase. Maximum width must not exceed the maximum width of the car. Longitudinal overhang must not extend beyond the existing bodywork including bumpers by more than 100mm. Height must not exceed the maximum height of the roof or the ROPS in an open car. For measurement purposes all measurements relating shall include wing end plates

5(a).4.7 Cars must have windcreens 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.

CNC HEADS SPORTS/SALOON CHAMPIONSHIP 2018

- 5(a).5.2 Engines with forced induction will be considered subject to 1.7 : 1 engine capacity coefficient
- 5(a).5.3 Vehicles which are electrically powered and/or contain an electrical regenerative system with voltages exceeding 50v must either be built in accordance with FIA Appendix 253 Article 18 or use a standard production system which is fully compliant with National Vehicle Type Approval. MSA 2018 Yearbook section J (5.1) applies.
- Complete technical information and identification of potential hazards relating to any regenerative system must be submitted when registering the car for the championship and in advance of any race entry.
- Drivers must submit notification and technical information to the organising club and chief scrutineer of each race meeting entered so that clubs can inform and brief officials and marshals.
- Drivers must provide any suitable equipment needed to demonstrate the electrical safety of the system.
- One electrical circuit breaker must isolate all electrical systems on the car as defined in the MSA Yearbook section K(8) and Q(19.11.1). This circuit breaker must be accessible from outside the car and also by the driver.
- The fitting of additional storage batteries must comply with MSA Yearbook regulations J(5.14).
- The car must carry, adjacent to all competition numbers, the sign as detailed in MSA Yearbook section J5.14.8.

5(a).6 Suspension

Unrestricted, other than Regulations in MSA Regulation J5.5

5(a).7 Transmission

- 5(a).7.1 Transaxles and sequential gearboxes are permitted.
- 5(a).7.2 Final drive and its position are free.
- 5(a).7.3 Location of transmission is free

5(a).8 Brakes

Unrestricted, other than Regulations in MSA Regulations J5.6

5(a).9 Wheels/Steering

Unrestricted, other than Regulations in MSA Regulations J5.7 and J5.8

5(a).10 Tyres

Unrestricted, slicks are permitted, other than Regulations in MSA Regulations J5.9

5(a).11 Weights

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

5(a).12 Fuel Tank/Fuel

As per MSA Regulation J5.13.

5(a).13 Silencing

As per MSA Regulation J5.17

5(a).14 Miscellaneous

Oil and water coolers are not permitted outside the bodywork.

Radiator grills and all standard lights except ancillary driving lights must be retained in original or facsimile form.

Apart from brake lights, other lights need not be operational

5(a).15 Numbers and Championship Decals

- 5(a).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. Competitors must provide their own racing numbers and class letters.
- 5(a).15.2 Title sponsor championship decals must be applied as follows and must be carried at all times in their specified position:
1. Title Sponsor Number Panels of the supplied size on bonnet and sides. Competition numbers must be positioned to be clearly visible from above and from the side.
 2. All cars must carry BARC shields, one of which must be displayed on each side of the car at all times.
 3. Title Sponsor Windscreen sunstrip at top of windscreen.
 4. For open topped cars the Title Sponsor Roll Cage decal must be displayed on the front bar of the roll cage.

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 written approval of the eligibility scrutineer.

Championship and BARC decals are available from the BARC NW Centre and will be sent to competitors following registration.

Additional decals may be required to be displayed during the season and competitors shall fit these additional decals, as requested, immediately upon receipt of them.

Providing decals and sunstrips are available at the meeting failure to comply with these regulations 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 at a subsequent meeting where decals are available (a meeting with double header rounds counts as one meeting) they will fail scrutineering and not be allowed to race 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 with the same bodysell and engine as that of the car entered. The location and orientation must be as the car manufactured. Eligibility of a car will be 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(b).2 Safety Requirements

All cars must comply with section (K) Competitor Safety of the MSA Yearbook.

In particular it is mandatory for all cars to fit a ROPS complying with K1.6.1 Production Cars and Touring Cars over 2000cc and with a driver's side reinforcement member in accordance with K1.3.5

To comply with K1.6.1 (b) in the case of cars manufactured without a windscreen, the front rollbar as defined in K1.1.5 should have a minimum vertical aperture size of 260mm between the highest point of the front bodywork at its rearmost edge and the underside of the front rollbar. This dimension should be increased if necessary to give clear line of sight for the driver.

5(b).3 Chassis

The whole of the standard floor pan including passenger, luggage and engine compartment floors, sill, door and window 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 for any purpose except where allowed by these regulations. The chassis and floor pan can be reinforced by the use of additional structures. 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 J5.20.11, 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 lid and engine compartment bonnet, front and rear wings may be replaced with ones of a different material if they are not structural parts of the bodysell. Outer wheel arch extensions may be used provided that the design complies with that available from the car manufacturer or an aftermarket body panel manufacturer either as an optional extra or as an aftermarket fitting. This also applies if the extension is part of the outer wing and the whole of the outer wing must be replaced.

Glass lenses can be replaced with plastic, as can side and rear windows. Windscreens must be laminated or plastic of minimum thickness 4mm.

A front spoiler/splitter is permitted. Width must not exceed the width of the car across the front wheel arches. Length must not extend beyond the overall periphery of the existing bodywork, including bumpers, by more than 100mm in accordance with 2018 Year Book regulation (J)5.2.7. The spoiler must be entirely below the wheel centres.

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'.

Rear aerofoils are permitted, maximum length 20% of wheelbase. Maximum width must not exceed the maximum width of the car. Longitudinal overhang must not extend beyond the original bodywork including bumpers by more than 100mm. Height must not exceed the maximum height of the roof or the ROPS in an open car. For measurement purposes all measurements relating shall include wing end plates.

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.

5(b).4.5 Miscellaneous

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

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. If forced induction was fitted as original equipment then it is permitted to make use of either a turbocharger or supercharger, irrespective of which was fitted to the original car.

5(b).6 Suspension

Suspension is unrestricted but standard pick up points must be retained and used for their original intended purpose.

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 Brakes

Unrestricted, other than Regulations in MSA Regulation J5.6

5(b).9 Wheels/Steering

Unrestricted, other than Regulations in MSA Regulation J5.7 and J5.8.

5(b).10 Tyres

Unrestricted, slicks are permitted, other than Regulations in MSA Regulation J5.9

5(b).11 Weights

Cars must comply with the following Minimum weight limits, excluding driver :

Class F	up to 1400cc	690 kg.	1401 - 1600cc	740kg.
Class E	1601 - 2000cc	704 kg.	2001 - 2500cc	768 kg.
Class D	over 2500cc	948 kg.		

5(b).12 Fuel Tank/Fuel

As per MSA Regulation J5.13

5(b).13 Silencing

As per MSA Regulation J5.17

5(b).14 Numbers and Championship Decals

5(b).14.1 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. Competitors must provide their own racing numbers and class letters.

5(b).14.2 Title sponsor championship decals must be applied as follows and must be carried at all times in their specified position:

1. Title Sponsor Number Panels of supplied size on bonnet and sides. Competition numbers must be positioned to be clearly visible from above and from the side.
2. Title Sponsor Windscreen sunstrip at top of windscreen.
3. All cars must carry BARC shields, one of which must be displayed on each side of the car at all times.
4. In the case of open topped cars the Title Sponsor Roll Cage decal must be displayed on the front bar of the roll cage.

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 written approval of the eligibility scrutineer.

Championship and BARC decals are available from the BARC NW Centre and will be sent to competitors following registration.

Additional decals may be required to be displayed during the season and competitors shall fit these additional decals, as requested, immediately upon receipt of them.

Providing decals and sunstrips are available at the meeting failure to comply with these regulations 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 at a subsequent meeting where decals are available (a meeting with double header rounds counts as one meeting) they will fail scrutineering and not be allowed to race until they comply.

6. APPENDICES6.1 Championship Committee

The Championship Committee shall be constituted as follows :

- No more than three non-driver members of the B.A.R.C. North West Committee,
- No more than three driver members of the B.A.R.C. North West Centre
- Eligibility Scrutineer

For 2018 these members are Ray Sumner, John Leck, Graham Saul, Peter Davies, Duncan Aukland and Peter Gorrie.

6.2 Race Organising Clubs and Contacts

- Championship Co-ordinator - John Leck
30 Glendyke Road,
Liverpool
L18 6JR
Tel - 0151 475 9237
Mobile - 07889 760872
e-mail - johnleck.racing@hotmail.co.uk
- Licensed Eligibility Scrutineer - Peter Gorrie
190 Blackpool Old Road
Poulton le Fylde
FY6 7RL
Tel - 01253 884580
Mobile - 07813 848671
e-mail - petergorrieracing@gmail.com
- Driver Representatives - Duncan Aukland
Woodbank House
1 The Beeches
Chester Road
Helsby
Cheshire
WA6 0QL
Tel - 01928 723773
Mobile - 07902 739685
e-mail - Duncanaukland@btinternet.com
- Graham Saul
7 Deneway
Bramhall
Stockport
SK7 2AR
Mobile - 07782 348055
e-mail - graham@gsaul.co.uk
- Peter Davies
Carlton House
Junction Lane
Burscough
L40 5SW
Tel - 01704 807996
Mobile - 07976 263267
e-mail - enquiries@daviesmaintenance.com
- Committee Member Contact - Ray Sumner
77 Dalehead Road
Leyland
Preston
PR25 3BW
Tel - 01772 435459
e-mail - raygillsumner@talktalk.net
- B.A.R.C.(H.Q.) Contact - Ian Watson
B.A.R.C. Ltd.,
Thrupton Circuit
Andover
Hants
SP11 8BR
Tel - 01264 882200
e-mail - iwatson@barc.net