

CNC HEADS SPORTS/SALOON CHAMPIONSHIP 2022

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 Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Motorsport UK Championship Permit No. CH2022/R049 Race Status : Club Motorsport UK 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 : Mark Hulme or a BARC (NW) nominated Clerk

1.3 Competitor Eligibility

- 1.3.1 Entrants must :
- (a) be fully paid up valid membership card holding members of the BARC (NW) and
 - (b) be registered for the Championship and
 - (c) be in possession of a valid Motorsport UK Entrants Licence.
- 1.3.2 Drivers and Entrant/Drivers must :
- (a) be current Members of the BARC (NW) and
 - (b) be registered for the Championship and
 - (c) be in possession of valid Competition (Racing) Club status licence, as a minimum.
 - (d) or be in the possession of the highest grade of national Race licence or valid FIA International Licence, together with their ASN's written consent (H 25.2.2 and FIA ISC Article 2.3.7.b 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 (Deleted)
- 1.3.4 All necessary documentation must be presented for checking at all rounds when signing-on.

1.4 Registration

- 1.4.1 All drivers and the cars they wish to compete in 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 or a car is added during the season an updated form must be completed and sent in before the closing date for entries for the first meeting the revised, or new, car is entered. A separate vehicle 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 2022 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	2 nd April 2022	Oulton Park	BARC (NW)	22 nd March 2022
Rounds 2, 3 & 4	23 rd /24 th April 2022	Cadwell Park	BARC (HQ)	12 th April 2022
Round 5	28 th May 2022	Oulton Park	BARC (NW)	17 th May 2022
Rounds 6 & 7	6 th /7 th August 2022	Croft	BARC (NW)	26 th July 2022
Rounds 8 & 9	21 st August 2022	Donington Park	BARC (HQ)	9 th August 2022
Rounds 10, 11 & 12	3 rd /4 th September 2022	Anglesey	BARC (NW)	23 rd August 2022
Rounds 13 & 14	15 th October 2022	Oulton Park	BARC (NW)	4 th October 2022

Round 5 on the 28th May meeting at Oulton Park will be the Dave Simpson Round.

At the meeting on the 3rd/4th September at Anglesey the Cam Forbes Memorial Trophy will be awarded.

In the event of the cancellation of rounds the number of rounds that must be run to constitute a championship is at least 50% of the original number of rounds scheduled.

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.

If for any reason the final round is cancelled then the double points will not be transferred to a previous round.

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 1 point for every track session started up to a total of 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" and points for a day's marshalling. If a driver is disqualified 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 Motorsport UK 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. In this case dropped scores will only operate if a driver competes in more than all qualifying rounds less 2 in a class.

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 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 or by e-mail to the Championship Co-ordinator. 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. If a Championship round is cancelled for whatever reason resulting in a competitor being unable to play their joker they cannot transfer to a previous completed 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 Organiser, 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 winner and second in class will receive 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 car circuit race meeting. This day must take place before the last race meeting of the Championship and the appropriate form completed, signed by the Chief Marshal at the meeting and returned to the Championship Co-ordinator no less than 5 days before the last race meeting of the Championship

1.7 Awards

1.7.1 All awards will be provided by BARC (NW)

1.7.2 Per Event : At each round in each class : Trophy to 1st, 2nd and 3rd.

1.7.3 Championship : At the end of season : Overall : 1st - Trophy; 2nd - Trophy; 3rd - Trophy.
In each class : 1st - Trophy; 2nd - Trophy; 3rd - Trophy.

1.7.4 Presentations :

Trophies (provided by BARC (NW)) will 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 3. If a driver is disqualified from a round or meeting then these round(s) cannot be included in this accumulation.

1.7.6 Marshals will nominate a Driver of the Day at each BARC (NW) 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 BARC (NW) Dinner Dance in January 2023.

1.7.8 Entertainment Tax Liability :

In accordance with current government legislation, the BARC (NW) 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 BARC (NW) 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 or by email D25.1.12 applies.

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

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 starts 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%. If a driver is disqualified from a round or meeting then these round(s) do not count in this accumulation.

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 2022 ('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 (2022) 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. Written briefings must be sent to all entered drivers and be placed on the virtual notice board.

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 (Motorsport UK Regulation Q 12.4).
- 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 will follow liaison between the organising club and the Championship co-ordinator, which will then be confirmed in the Final Instructions.
- 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. If this is not possible then the driver must report to Parc Ferme to advise the Championship Scrutineer/Scrutineers of the reason for non attendance with car.

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 12.15) (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 will follow liaison between the organising club and the Championship co-ordinator, which will then be confirmed in the Final Instructions.
- 2.4.3 A 'Last Lap' board will be shown to all competitors at the commencement of their last lap and remain out until the leader takes the chequered flag. If the 'Last Lap' board is not displayed then the race would finish as per Motorsport UK Regulations.

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 Motorsport UK Regulation Q 12.11.2. 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 Motorsport UK, 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 Motorsport UK 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. If this is not possible then the driver must report to Parc Ferme to advise the Championship Scrutineer/Scrutineers of the reason for non attendance with car
- 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. (Motorsport UK Regulation D 26.3)

2.10 Timing Modules :

- 2.10.1 All competitors will be required to supply and 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 Motorsport UK 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 brought into operation and run in accordance with Section Q, Appendix 3 of the Motorsport UK General Regulations.

2.13 Onboard Cameras :

There are no specific championship regulations over and above Motorsport UK regulations and those set by circuit owners. However, it is recommended (not mandated) that competitors fit on board cameras in that they may aid the competitor in any Judicial proceedings.

3. SPECIFIC CHAMPIONSHIP REGULATIONS

3.1 By registering for the Championship all competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code which is appended to these regulations (Appendix 1).

- 3.1.1. Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to Motorsport UK.
- 3.1.2. It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Coordinator and/or Safeguarding Officer who will also relay the report Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at www.motorsportuk.org/resource-centre by selecting Policies and Guidelines.

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 £100
- 3) Withdrawal after race 1, and before another track session, at multi round meeting - the difference in entry fee between a multi round entry and a single round entry.
- 4) Reserve completes practice but unable to race due to no space on grid - full value less £100
- 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

If a driver is disqualified from a round or meeting then these round(s) do not qualify for an entry fee refund/transfer.

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. If this merge occurs after qualification then the grid will be formed with the Special Class split grid at the front with the Modified cars behind. The organisers have the right to amend this grid formation regulation for safety reasons.

3.4 Entry Fee - Multiple Drivers

In the event of more than one driver competing in a single car at a multi round meeting, each additional driver will be charged £75.

3.5 Change of Car or Driver

Once the Grid Acceptance Date has passed :

- The driver may not be changed without withdrawing and re-entering under the new driver's name. This results in the new entry taking its position in the priority sequence.
- The car can be changed providing that the new car is registered in the championship, the entry retains its position in the priority sequence.

3.6 Time Between Track Sessions

Unless agreed with the Championship Co-ordinator there will be at least 2 hours between the scheduled start times of track sessions. The meeting organisers may seek agreement from the Championship co-ordinator to reduce this time which, will then be confirmed in the Final Instructions.

4. SPECIFIC CHAMPIONSHIP PENALTIES

In accordance with Section C of the current Motorsport UK Yearbook.

4.1 Infringements of Technical Regulations :

- 4.1.1 Arising from post practice Scrutineering or Judicial Actions :
Minimum Penalty : The provisions of Motorsport UK Regulation C3.3.
- 4.1.2 Arising from post race Scrutineering or Judicial Action :
Minimum Penalty : The provisions of Motorsport UK 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 Motorsport UK Regulation C3.5.1 (c).

5. TECHNICAL REGULATIONS

5.1 INTRODUCTION

The following Technical Regulations are set out in accordance with the Motorsport UK 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 Organisers.

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 Motorsport UK 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, drawings K5 and K6, 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.

All cars must carry a fire extinguisher the minimum specification of which complies with K3.1

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 200mm

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 front elevation must remain unaltered from that of the original production car at normal ride height except for engine/boot cover, boot lid/rear deck, roof vent, extended wheel arches and aerodynamic devices. A roof vent is allowed for the purpose of ventilating the passenger compartment. A roof vent is also allowed for the purpose of ventilating the engine compartment and directing air to the induction system. Roof vents, air scoops and air boxes will be excluded from the front silhouette. The size, overall shape and angle of the front windscreen must remain the same as that of the original production car.

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, as seen from above in plan view, by more than 100mm. The spoiler must be entirely below the wheel centres.

For the purposes of this regulation, cars with semi exposed front wheels of the Caterham type, the overall periphery of the car will include the wheels and mudguards when the steering is in the straight ahead position.

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 excluding roof vents, airboxes and air scoops. For measurement purposes all measurements relating shall include wing end plates.

5(a).4.7 Cars must have windscreens fitted to the same dimensions and location as on the original car.

5(a).5 Engine

- 5(a).5.1 Change of power unit is permitted. The power unit may be situated in any location.
- 5(a).5.2 Engines with forced induction will be considered subject to 1.7 : 1 engine capacity coefficient.
- 5(a).5.3 Rotary engines will be considered subject to 1.7 : 1 engine capacity coefficient.
- 5(a).5.4 Rotary engines with forced induction will be considered subject to 1.7 : 1 engine capacity coefficient in addition to 5(a).5.3.
- 5(a).5.5 Electrified vehicles must comply with Motorsport UK Technical Regulations for Electrified Vehicles, Section J Appendix 2.

5(a).6 Suspension

Unrestricted, other than Regulations in Motorsport UK 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 Motorsport UK Regulations J5.6

5(a).9 Wheels/Steering

Unrestricted, other than Regulations in Motorsport UK Regulations J5.7 and J5.8

5(a).10 Tyres

Unrestricted, slicks are permitted, other than Regulations in Motorsport UK 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 Motorsport UK Regulation J5.13.
Only Pump fuel as defined in Motorsport UK Regulation B Appendix 1 is permitted.

5(a).13 Silencing

As per Motorsport UK 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 and two front headlights or driving lights, other lights need not be operational. If the manufacturer's front lights are not fitted then alternative front lights must be fitted in the same place on the front of the car as the original head lights or driving lights. Each front light should be of a minimum of 21 watts or equivalent LED rating and must be switched on when the rearward facing red warning light is switched on.

The red rear warning light must 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 carried at all times in their specified position:

1. Title Sponsor Number Panels of the supplied size on front 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 make, model and mark or series of the car registered 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 bodyshell, engine, drive train and driving seat position as that of the car registered. The location and orientation of the engine and gearbox must be the same as on the manufactured car except where otherwise allowed by these regulations. Eligibility of a car will be subject to the approval of the Championship Organisers.

It should be clearly understood that if the following texts do not appear to clearly specify what modifications can be made to the car it is the driver's responsibility to request clarification from the Eligibility Scrutineer prior to any work being undertaken.

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 Motorsport UK 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, drawings K5 and K6, 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.

All cars must carry a fire extinguisher the minimum specification of which complies with K3.1

5(b).3 Chassis

The whole of the standard floor pan including passenger, luggage and engine compartment floors, sills, doors the whole of the central tunnel, 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), the whole of any central tunnel, or bulkheads may be altered or removed for any purpose except the fitting of jacking systems, and except where allowed by these regulations. The chassis and floor pan can be reinforced by the use of additional structures.

5(b).4 Bodywork**5(b).4.1 General**

In addition to Motorsport UK 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 bodyshell. 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 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, as seen from above in plan view, by more than 100mm. The spoiler must be entirely below the wheel centres.

For the purposes of this regulation, cars with semi exposed front wheels of the Caterham type, the overall periphery of the car will include the wheels and mudguards when the steering is in the straight ahead position.

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 excluding roof vents, airboxes and air scoops. 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 and boot lid/rear deck. A roof vent is allowed for the sole purpose of ventilating the passenger compartment. Roof vents, air scoops and air boxes will be excluded from side silhouette.

5(b).4.5 Miscellaneous

Radiator grills and all standard lights, except ancillary driving lights, must be retained unmodified, except as allowed by 5(b).4.3. Apart from the brake lights and two front headlights or driving lights, other lights need not be operational. Each front light should be of a minimum of 21 watts or equivalent LED rating and must be switched on when the rearward facing red warning light is switched on.

The red rear warning light must 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 make, model and mark or series of the car registered.

5(b).5.2 Location

The engine must remain 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).5.5 Rotary engines will be considered subject to 1.7 : 1 engine capacity coefficient.

5(b).5.6 Rotary engines with forced induction will be considered subject to 1.7 : 1 engine capacity coefficient in addition to 5(b).5.5.

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 in the original location as on the original car. Transaxles are not allowed unless fitted as original equipment. The layout of the drive train/driven wheels must remain as specified by the manufacturer for the make, model and mark or series of the car registered.

5(b).8 Brakes

Unrestricted, other than Regulations in Motorsport UK Regulation J5.6

5(b).9 Wheels/Steering

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

5(b).10 Tyres

Unrestricted, slicks are permitted, other than Regulations in Motorsport UK 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 Motorsport UK Regulation J5.13

Only Pump fuel as defined in Motorsport UK Regulation B Appendix 1 is permitted.

5(b).13 Silencing

As per Motorsport UK 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 the front 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 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.

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. APPENDICES

6.1 Championship Committee

The Championship Organisers will nominate a Championship Committee which can have a maximum of 7 members shall be constituted as follows :

- No more than four non-driver members of the B.A.R.C. North Western Committee of which two will be the Eligibility Scrutineer and the Championship Co-ordinator,
- No more than four driver members of the B.A.R.C. North Western Centre

Additional members can be invited to attend meetings but cannot vote.

For 2022 these members are Ray Sumner, John Leck, Graham Saul, Mike Nash, Duncan Aukland, David Jones and Peter Gorrie.

6.2 Race Organising Clubs and Contacts

Championship Co-ordinator - John Leck
 Mobile - 07889 760872
 e-mail - johnleck.racing@hotmail.co.uk

Licensed Eligibility Scrutineer - Peter Gorrie
 Mobile - 07813 848671
 e-mail - petergorrieracing@gmail.com

Driver Representatives - Duncan Aukland
 Mobile - 07902 739685
 e-mail - duncanaukland@btinternet.com

- Graham Saul
 Mobile - 07782 348055
 e-mail - graham@gsaul.co.uk

- Mike Nash
 Mobile - 07939 511484
 e-mail - mike@kineticracing.net

- David Jones
 Mobile - 07824 711581
 e-mail - kettenbach@occludeuk.com

Committee Member Contact - Ray Sumner
 Mobile - 07816 839710
 e-mail - raygillsumner@talktalk.net

B.A.R.C.(H.Q.) Contact - David Wheadon
 B.A.R.C. Ltd.,
 Thruxton Circuit
 Andover
 Hants
 SP11 8BR
 Tel - 01264 882209
 e-mail - dwheadon@barc.net





A socially-minded standard of behaviour is expected from everyone within the motorsport community.

By participating in a Motorsport UK event in any capacity you agree to follow the values of the Respect Code:

Motorsportuk.org/racewithrespect
#RaceWithRespect

The Values

- Respect
- Fair play
- Integrity
- Good Manners
- Self-Control

I pledge to #RaceWithRespect and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants.
- Always behave with integrity and uphold fairness in the sport; play my part in keeping the sport safe through your actions
- Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or other status
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow competitors, volunteers, as well as fans and supporters
- Respect the rules, regulations and authority of the officials and Motorsport UK

Any breach of these obligations may result in disciplinary action.