

SPORTING & TECHNICAL REGULATIONS **2026 CNC HEADS SPORTS SALOON CAR CHAMPIONSHIP**

1. SPORTING REGULATIONS – GENERAL PROVISIONS

1.1 TITLE AND JURISDICTION:

The CNC Heads Sports Saloon Car Championship is organised and administered by the British Automobile Racing Club (North Western Centre) in accordance with the National Competitions Rules (NCR) of Motorsport UK incorporating the provisions of the FIA International Sporting Code and these Championship Regulations.

Championship Permit No: CH2026/R053

Championship Grade: C

Race Status: Club

This document defines the specific Championship regulations and structure of the Championship for both fair and safe competition and are to be adhered to by all Entrants and Drivers at all times.

The Organisers reserve the right to amend or clarify these Championship Regulations at any time during the season by way of publication of Official Championship Bulletins issued in accordance with NCR Ch. 3 App. 10 Art 4.2 and subject to Motorsport UK approval.

1.2 CHAMPIONSHIP OFFICIALS

1.2.1 Championship Co-ordinator: Duncan Auckland, duncan.auckland@barcnorthwest.co.uk

1.2.2 Championship Eligibility Scrutineer: Peter Gorrie, peter.gorrie@barcnorthwest.co.uk

1.2.3 Championship Clerk of the Course: Mark Mitchell or a BARC (NW) nominated Clerk

1.2.4 Championship Stewards: E, Cowcill, J. Lucas, M. Mullins, D. J. Williams

A minimum of three of the Championship Stewards may sit to make a decision in accordance with **NCR 4.1.1.2**. The Championship Stewards can only adjudicate on any disputes, irregularities or appeals arising from the published Championship regulations. They are also empowered to consider any request from the Championship co-ordinator to penalise Competitors for any breach of these Championship regulations and after holding a formal hearing those Stewards may impose a penalty in accordance with NCR Chapter 2, subject to the rights of appeal to the National Court there provided.

In the event of any of the Championship Stewards listed above being unavailable or being unable to consider any particular matter due to a perceived conflict of interest, the organisers reserve the right to appoint an alternative Championship Steward or, if deemed to be necessary, more than one alternative Championship Steward.

1.3 COMPETITOR ELIGIBILITY

1.3.1 All Entrants must be:-

- (a) Fully paid up valid membership card holding members of the BARC (NW) and
- (b) Registered for the Championship and
- (c) In possession of a valid Motorsport UK Entrants Licence

- 1.3.2 All Drivers and Entrant/Drivers must be:
 (a) Current Members of the BARC (NW) and
 (b) Registered for the Championship and
 (c) In possession of valid Competition Racing Club Licence, as a minimum.

OR

Be in possession of the highest grade of national Race licence or valid FIA International Licence, including confirmation of a valid medical certification, together with their ASN's written consent (FIA ISC Article 2.3.7.b applies).

- 1.3.2.1 Additionally, if participation in the Championship requires absence from education, a driver in full time education is required to have the approval of their head teacher by way of a letter stating such approval 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 competitors must sign-on at Events they compete in and all necessary documentation must be available to be presented for checking at all times upon the demand of the Officials.

- 1.3.5 "Deleted"

1.4 REGISTRATION

- 1.4.1 All competitors must register for the Championship by completing the online Registration Form and submitting it to the Co-ordinator prior to the final closing date for the first round being entered.

- 1.4.2 The Championship Registration Form is available online upon having the correct membership(s), 1.3 above.

- 1.4.3 There is no Registration Fee.

- 1.4.4 Registration numbers will be the permanent Competition numbers for the Championship season and issued by the Organisers on first come, first served basis. From the opening of registrations there will be a 14 days period for registered drivers from the previous season to register and retain their competition number.

- 1.4.5 Registrations will be accepted from 1st January until the final closing date prior to the last round of the Championship.

Drivers are permitted to register additional car(s).

1.5 CHAMPIONSHIP EVENTS

The CNC Heads Sports Saloon Car Championship will be contested over 6 Events as follows:

ROUND	DATE	CIRCUIT	ORGANISING CLUB	INITIAL SELECTION DATE
1, 2	25 th April	Oulton Park *	BARC NW	14 th April
3, 4	6 th & 7 th June	Donington Park *	BRSCC	26 th May
5, 6	11 th July	Oulton Park *	BRSCC	30 th June
7, 8	8 th & 9 th August	Donington Park *	BARC HQ	28 th July
9, 10, 11	12 th & 13 th September	Anglesey *	BRSCC	1 st September
12, 13	3 rd October	Oulton Park *	BARC NW	22 nd September

* subject to valid track licence

At Round 5 the Dave Simpson Memorial Trophy will be awarded.

Over Rounds 9 and 10 the Cam Forbes Memorial Trophy will be awarded.

To constitute a championship at least 50% of the original number of rounds scheduled must be run.

1.5.1 “Deleted”

1.5.2 Alternative Championship Rounds may be organised in accordance with NCR Ch.12 App.2 Art 4

1.6 SCORING

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

Only drivers registered on or before round 4 will be eligible for points, which will be awarded for 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, 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-start(s).

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 events, other than those at Oulton Park, drivers 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 event. These points will be known as “Away Round Points”. These points will not be doubled if a joker (1.6.6) is used at one of these rounds.

The overall Championship positions will only be determined from Classes A - G and not from the pseudo classes described in 1.6.7 below.

1.6.2 The totals from all qualifying rounds run less 2 will determine final Championship points and positions plus all “Away Round Points” and points for a day’s marshalling (1.6.8).

If a driver is disqualified from a round or event then the round(s) will count as scoring round(s).

1.6.3 Where the race distance has been reduced (2.6) it shall still count as a full points scoring round unless these Championship regulations set out a different criteria.

1.6.4 Ties shall be resolved using the formula in NCR Ch.4 App.3 Art.4.

1.6.5 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.

1.6.6 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. 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 future 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.

1.6.7 In addition to Classes A - G, 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.

- 1.6.8 Drivers will receive 3 Championship points for completing a full days marshalling at any car circuit race event. This day must take place before the last event of the Championship and the appropriate form completed, signed by the Chief Marshal at the event and returned to the Championship Co-ordinator no less than 5 days before the last event 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: Awards to 1st, 2nd and 3rd in each class.

- 1.7.3 Championship:

At the end of season:

Overall: Trophy to 1st, 2nd and 3rd.

In each class: Trophy to 1st, 2nd and 3rd

- 1.7.4 Presentations:

Event awards will be presented at the end of each Event and/or at an end of event presentation ceremony.

Championship trophies will be presented at the Annual BARC (NW) awards presentation.

- 1.7.5 At the end of the season the Championship Sub-committee will nominate a driver to receive the David Gledhill Memorial Driver of the Year trophy.

- 1.7.6 Entertainment Tax Liability:

Prize money and Bonuses shall be posted to the Entrants within N/A of the results being declared final after each N/A.

In accordance with current UK government legislation, the Organiser is legally obliged to withhold income tax at the basic rate (currently 20%) on all payments to non-UK resident sportspersons and entertainers, and to account for this to HMRC using form FEU1, the quarterly return of payments made to non- resident entertainers and sportspersons.

A non-UK resident is defined as someone who does not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or the Republic of Ireland. This means that, as the organiser, the BARC (NW) is required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents.

Under certain circumstances, competitors may apply to HMRC for a reduced withholding tax rate, or for an exemption, if they can demonstrate that the standard deduction exceeds their actual UK tax liability. Such applications must be submitted in writing **at least 30 days before the payment is due.**

For further information contact:- Charities, Savings and International 1, HM Revenue and Customs, BX9 1AU. Tel: 0300 322 7877

- 1.7.6 Title to all Trophies:

If Provisional Results or Championship Tables are revised after the presentation of any awards and such revisions affect the entitlement to those awards, the Competitor(s) concerned must return them to the organisers in good condition within 7 days of them being requested to allow them to be reallocated.

2. CHAMPIONSHIP EVENTS & RACE PROCEDURES

2.1 ENTRIES:

- 2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fee 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 acceptance of entry purposes shall be the date on which the Event 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 Event Organisers in writing or by email NCR Chp.3.App.11.Art1.11 applies.
- 2.1.4 The Entry Fee for each Event 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.

Once the cars have been released from Assembly Area any car that was on the published grid, which fails to exit the Assembly Area when requested will be deemed a non-starter. With the permission of the Clerk reserves (in published order) will be allowed to fill the vacated grid places, and will start the race from the pit lane on the first racing lap as directed by officials/signals NCR Ch.12 App.6Art 5.9 and Art.6.4e apply.

- 2.1.6 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 'Initial Selection 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.

- 2.1.6.1 In order to give some priority to entrants who have not yet competed this year ('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 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 event.
- 2.1.6.2 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.
- 2.1.6.3 The remaining entries will become reserves and be ordered, firstly by number of starts (or qualifications) then secondly by date of entry.
- 2.1.6.4 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).
- 2.1.6.5 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.
- 2.1.6.6 Where multiple drivers are registered for the championship in one car and it is the only car all drivers are registered in for the championship the car will be considered in the priority process.

2.2 BRIEFINGS:

Organisers must notify Competitors of the times and locations for all briefings in the Final Instructions for the Event. Competitors must attend all briefings. Any Written briefing is an Official Document and will 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 must complete a minimum of 3 laps in the car to be raced and in the correct session, in order to qualify (NCR Ch.12App.6Art.3.1).
- 2.3.3 At events running multiple rounds 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(s) 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 (NCR Ch.12App.6Art.9.1) (1.6.4 above applies).
- 2.4.2 The races will be a timed race over 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.
- 2.4.3 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 NCR.

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 Signal Lap - Start Engines/Clear Grid.
 - II. 30 Seconds - Visible and audible warning for start of Green Flag Lap.
 - III. After completion of the Green Signal Lap vehicles will resume their Grid positions for a standing start
 - IV. A five second board will be used to indicate that the grid is complete.
 - V. The red lights will be switched on five seconds after the board is withdrawn and switched off to indicate the start of the race.
- 2.5.3 Any car removed from the grid after the 1 minute stage or driven into the pits on the Green Signal Lap shall be held in the pit lane and may start the race after the last car to take the start from the grid has passed the start line or pit lane exit, whichever is the later.
- 2.5.4. Any driver unable to start the Green Signal Lap or start are required to indicate their situation as per NCR Ch.12.App.6Art.6.11. In addition any driver unable to maintain grid positions on the Green Signal Lap, to the extent that ALL other cars are ahead of them, may complete the Green Signal 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 SIGNAL:

Should the need arise to stop any race or practice; Red signals will be displayed at the Startline and at all Signaling 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 pit lane, during practice, and to the starting grid area, during a race, unless otherwise directed by officials. **Marshals** should revert to displaying yellow flags to indicate to **Drivers** the particular location of any incident hence supplementing the Light Panels.

Cars should not enter the Pits unless directed to do so and all cars in the Pit Lane during a red flag period must take any restart from the pit exit.

2.7 PITS, PADDOCK AND PIT LANE SAFETY:

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

2.7.2 Pit lane: The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all drivers to take all due care and respect the pit lane speed limits.

2.7.3 Refueling: May only be carried out in accordance with the NCR, the Organising Club Regulations, Circuit Management Regulations and the SR's or Final Instructions issued for each Circuit/Event.

2.7.4 Speed Limit: Pit Lane Speed Limit will be 60 kph

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 their helmets on and harnesses done up while on the circuit or in the pit lane.

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. (NCR CH.3App.6Art.1.4)

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 NCR Ch.12.App.8Art.2

2.13 ONBOARD CAMERAS:

There are no specific championship regulations over and above Motorsport UK NCR. However, it is recommended 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 to 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 prior to the event or having officially withdrawn via the Secretary of the Meeting at an event:

- 1) Withdrawal without participating in any track session - full value
- 2) Withdrawal after practice/practice 1 at multi round event – full value less £100
- 3) Withdrawal after race 1, and before another track session, at multi round event - 30% of full value
- 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 event – 30% of full value

If a driver withdraws prior to the event any physical tickets should be returned.

If a driver is disqualified from a round or event then the 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 Coordinator, 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 an event 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 Silhouette 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 may be charged £50.

3.5 Change of Car or Driver

Once the Initial Selection 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 end of a track session and scheduled start time of the next track session. The meeting organisers may seek agreement from the Championship co-ordinator to reduce this time which, will then be confirmed in the Final Instructions.

3.7 Scrutineering

At all events, there will be 100% scrutineering.

4. SPECIFIC CHAMPIONSHIP PENALTIES

In accordance with NCR Chapter 2 and these championship regulations:

4.1 Infringements of Technical Regulations:

4.1.1 Arising from post practice Scrutineering:
Minimum Penalty: The provisions of NCR Ch2.App8.Art1.21.

4.1.2 Arising from post race Scrutineering:
Minimum Penalty: The provisions of NCR Ch.2App8.Art2.2 (a) and (b)

For infringements deemed to be of a more serious nature the Clerk of the Course will invoke the provisions of NCR Ch2.App8.Art2.2(c).

4.2 Additional Specific Championship Penalties: None

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 Car Championship is for competitors participating in cars, including Pickups, in the following classes:

Class A - Silhouette Special Cars / Pickups 2501cc and over
 Class B - Silhouette Special Cars / Pickups 1801cc - 2500cc
 Class C - Silhouette Special Cars / Pickups up to 1800cc
 Class D - Modified Sports and Saloon Cars 2501cc and over
 Class E - Modified Sports and Saloon Cars 1701cc to 2500cc
 Class F - Modified Sports and Saloon Cars up to 1700cc
 Class G - Silhouette Special Cars with motor cycle engines

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

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 Silhouette Special class (classes A - C, and G) according to the capacity of the main combustion engine.

All cars with motor cycle engines will run in Class G.

5(a) SILHOUETTE SPECIAL CAR/PICKUP REGULATIONS (CLASSES A, B, C & G)

5(a).1 Description

Silhouette Special Cars/Pickups (the vehicle) which are based upon the Silhouette of cars/pickups originally designed and built for road use and of 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 vehicle it is the driver's responsibility to provide all information required by the Championship Co-ordinator to prove the vehicle's eligibility.

5(a).2 Safety Requirements

All vehicles must comply with NCR Chapter 7.

In particular it is mandatory for all vehicles to fit a ROPS complying with NCR CH.7.App.3Art.22.2 Production Cars and Touring Cars over 2000cc, Compulsory Diagonal Member NCR H.7App.3Art.4 and with a driver's side reinforcement member in accordance with NCR Ch.7.App3Art.12 as a minimum.

To comply with NCR Ch.7.App.3Art.22.2 in the case of vehicles manufactured without a windscreen, the front roll bar as defined in NCR Ch.7.App3Art.2.5 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 roll bar. This dimension should be increased if necessary to give clear line of sight for the driver.

All vehicles must carry a fire extinguisher the minimum specification of which complies with NCR Ch7App.6Art.1

5(a).3 Chassis

- 5(a).3.1 The wheelbase must be as defined by the manufacturer for the original car vehicle with a tolerance of plus or minus 200mm
- 5(a).3.2 Central seating position is permitted.
- 5(a).3.3 The driver must be able to exit the car vehicle 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 vehicle 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.

- 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 vehicle 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, vehicles with semi exposed front wheels of the Caterham type, the overall periphery of the vehicle 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 vehicles 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/wings are permitted, maximum length 20% of wheelbase. Maximum width must not exceed the maximum width of the vehicle. Longitudinal overhang must not extend beyond the existing bodywork including bumpers by more than 100mm. Height, including end plates and mountings, must not exceed the maximum height of the roof or the ROPS in an open vehicle excluding roof vents, airboxes and air scoops.
- 5(a).4.7 Vehicles must have windscreens fitted to the same dimensions, angle and location as on the original vehicle.
- 5(a).4.8 Radiator grill(s) must be retained in original or facsimile form.

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 NCR Ch7.App.11
- 5(a).5.6 Oil and water coolers are not permitted outside the bodywork

5(a).6 Suspension

Unrestricted, other than Regulations in NCR Ch.7App.2Art.9

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 Regulation NCR CH.7App.2Art.10

5(a).9 Wheels/Steering

Unrestricted, other than Regulations NCR Ch.7App.2Art.12 and Ch.7App.2Art.11

5(a).10 Tyres

Unrestricted, slicks are permitted, other than Regulation NCR Ch.7App.2Art.13

5(a).11 Weights

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

Vehicles in Class G up to 1450cc must weigh at least 450kgs and those over 1450cc must weigh at least 500kgs, excluding the driver

5(a).12 Fuel Tank/Fuel

As per Regulation NCR Ch.7App.4.

Only Permitted Fuel as defined in NCR Ch.8App.1Art.1.7 is permitted.

5(a).13 Silencing

As per Regulation NCR Ch.7App.8Art.2

5(a).14 Lights

All standard lights, except ancillary driving lights, must be retained in original or facsimile form.

Vehicles must be fitted with working:

- 2 x brake lights located equally either side of the centre line of the vehicle
- 2 x front lights minimum 21W or LED equivalent each located equally either side of the centre line of the vehicle.

And/Or

- forward facing light bar, min 50W or LED equivalent, located on the centre line of the vehicle
- Red rear warning light(s) NCR Ch.7App.5Arts.6.1-4 inclusive

The front lights must be switched on when the red rear warning light is switched on.

5(a).15 Competition Numbers and Championship Decals

5(a).15.1 Numbers must be clearly displayed on either side and the front of the car as detailed by NCR Ch.7App.10.

Alternatively, numbers may be displayed in the rear side windows on either side of the car and on the passenger side of the windscreen as detailed by NCR Ch.12App.4Art.5.6, Ch.12App.4Art.5.7 and Ch.12.App.4Art.5.8.

The class letter must be displayed alongside each competition number in both the above cases. 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 decals as supplied must be displayed on each side of the car.
2. Title Sponsor Windscreen sunstrip at top of windscreen.
3. For open topped cars the Title Sponsor Roll Cage decal must be displayed on the front bar of the roll cage.
4. All cars must carry BARC shields, one must be displayed on each side of the car.

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 decals, sunstrips and BARC shields will be available at all rounds.

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 Title Sponsor decals and BARC shields are available at the event 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 event where championship decals, as detailed above 1 – 4 inclusive, have previously been supplied they will fail scrutineering and not be allowed to race until they comply.

5(b) MODIFIED SPORTS AND SALOON CAR TECHNICAL REGULATIONS (CLASSES D, E & F)

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 NCR Chapter 7.

In particular it is mandatory for all cars to fit a ROPS complying with NCR Ch.7App.3Art.22.2 Production Cars and Touring Cars over 2000cc, Compulsory Diagonal Member NCR Ch.7App.3Art.4 and with a driver's side reinforcement member in accordance with NCR Ch.7App.3Art.12 as a minimum.

To comply with NCR Ch.7App.3Art.22.2 in the case of cars manufactured without a windscreen, the front roll bar as defined in NCR Ch.7App.3Art.2.5 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 roll bar. 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 NCR Ch.7.App6Art.1.

5(b).3 Chassis

The whole of the standard structural floor pan including passenger, luggage and engine compartment floors, sills, the whole of the central tunnel, 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 NCR Ch.7App.2Art.22.12, 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, 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.

Windscreens must be laminated or plastic of minimum thickness 4mm. It is permitted to replace side windows and rear screen with plastic.

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/wings 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, including end plates and mounts, must not exceed the maximum height of the roof or the ROPS in an open car excluding roof vents, air boxes and air scoops.

The original radiator grill(s) must be retained unmodified.

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 Lights

All standard lights, except ancillary driving lights, must be retained and used for the original purpose as fitted by the manufacturer except where stated otherwise here.

It is permitted to:

- fit after-market units of equivalent specification
- replace glass lenses with translucent plastic
- remove mechanisms for altering the angle of the lights
- change the light source within the unit for one of equivalent rating

It is NOT permitted to:

- remove the original reflectors
- pass any ducting through light units

Cars must be fitted with working:

- 2 brake lights
- 2 front headlights / driving lights
- Red rear warning light(s) NCR Ch.7App.8Arts1-4 inclusive
- apart from above other lights do not need to be operational

The front headlights / driving lights must be switched on when the Red rear warning light is switched on.

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

The manufacturer's suspension design for the car entered must be retained. Standard mounting points must be retained unmodified and used. No additional mounting points are permitted.

It is permitted to replace standard fixed components with adjustable versions.

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 NCR Ch.7App.2Art.10

5(b).9 Wheels/Steering

Unrestricted, other than Regulations in NCR Ch.7App.2Art.12 and NCR Ch.7App.2Art.11

5(b).10 Tyres

Unrestricted, slicks are permitted, other than Regulations in NCR Ch.7App.2Art.13

5(b).11 Weights

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

Class D 1,000 kgs

Class E 880 kgs

Class F 840 kgs

5(b).12 Fuel Tank/Fuel

As per NCR Ch.7App.4

Only Permitted Fuel as defined in NCR Ch.8App.1Art.1.7 is permitted.

5(b).13 Silencing

As per NCR Ch.7App.8Art.2

5(b).14 Competition Numbers and Championship Decals

5(b).14.1 Numbers must be clearly displayed on either side and the front of the car as detailed by NCR Ch.7App.10.

Alternatively, numbers may be displayed in the rear side windows on either side of the car and on the passenger side of the windscreen as detailed by NCR Ch.12App.4App.5.6, Ch.12App.4Art..5.7 and Ch.12App.4Art.5.8.

The class letter must be displayed alongside each competition number in both the above cases. Competitors must provide their own racing numbers and class letters.

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

1. Title Sponsor decals as supplied must be displayed on each side of the car.
2. Title Sponsor Windscreen sunstrip at top of windscreen.
3. In the case of open cars the Title Sponsor Roll Cage decal must be displayed on the front bar of the roll cage.
4. All cars must carry BARC shields, one must be displayed on each side of the car at all times.

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 decals, sunstrips and BARC shields will be available at all rounds.

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 Title Sponsor decals and BARC shields are available at the event 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 event where championship decals, as detailed above 1 – 4 inclusive, have previously been supplied 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 and 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 2026 members are Duncan Aukland, Peter Gorrie, Helen Allen, David Jones, Oliver Thomas, Ray Sumner and John Leck.

6.2 Race Organising Clubs and Contacts

Championship Co-ordinator:

- Duncan Aukland, 07902 739685, duncan.aukland@barcnorthwest.co.uk

Championship Eligibility Scrutineer:

- Peter Gorrie, 07813 848671, peter.gorrie@barcnorthwest.co.uk

Driver Representatives:

- Helen Allen, 07790 781295, helen.allen@barcnorthwest.co.uk
- David Jones, 07824 711581, david.jones@barcnorthwest.co.uk
- Oliver Thomas, 07970 901473, oliver.thomas@barcnorthwest.co.uk

Committee Member Contact:

- John Leck, 07889 760872, john.leck@barcnorthwest.co.uk

BARC (HQ) Contact:

- Competitions Department, 01264 882209, competitions@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](https://twitter.com/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.