

~~2018-2019~~ BARC Saloons
TECHNICAL REGULATIONS



Organised by the British Automobile Racing Club
Thruxton Circuit, Andover, Hampshire, SP11 8PN

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~~Version 4-1 - 3rd January 2018~~^{4th} December 2018

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1. SPORTING REGULATIONS - GENERAL

1.1 TITLE & JURISDICTION:

The BARC Saloon Cars is organised and administered by the British Automobile Racing Club (BARC) and promoted by them, in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Series Regulations.

MSA Series Permit No.: CH2018 / R??? - RS2018 / 019

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Race Status: Clubman

MSA Series Grade: Grade ED

1.2 OFFICIALS:

1.2.1 Co-ordinator: David Wheadon

1.2.2 Series Eligibility Scrutineer: ~~John Wardle~~ TO BE ADVISED

1.2.3 Series Stewards:
Bill Coombs?
Pat Blakeney
Dennis Carter?
Dale Wells?
Guy Woodward?

Any three of the Series Stewards may sit to reach a decision. In accordance with (G) 2.7, Series Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved Series regulations. Under (G) 2.7.1, Series Stewards are also empowered to consider any request from the Series co-ordinator to penalise any Competitor for any breach of Series regulations after holding a formal hearing to impose a penalty in accordance with C.2.1.1 (subject to the rights of appeal provided for in Section C). Under (W) 2.2.1, the Series Stewards can only adjudicate upon any disputes, irregularities or appeals arising from the approved Series Regulations. They are also empowered to consider any request from the Series Co-ordinator to penalise any Competitor for breach of Series Regulations and after holding a formal hearing, to impose a penalty in accordance with C.2.1, subject to the rights of appeal to the MSC provided in Section C.

1.2.4 Series Clerk of the Course: Not Applicable

1.2.5 Series Drivers Representative: Andy Johnson

1.3 COMPETITOR ELIGIBILITY:

1.3.1 Entrants must:
(a) be current members of the BARC and
(b) be Registered for the Series and
(c) be in possession of a valid MSA Entrants Licences.

1.3.2 Drivers and Entrant/Drivers must:
(a) be current racing members of the BARC and the BARC Saloons and
(b) be Registered for the Series and
(c) be in possession of valid Competition (Racing) National B Status Licence, as a minimum or
(d) A professional driver, in possession of a valid Licence (featuring an E.U. flag) and medical, issued by the ASN of a member country of the European Union, or comparable country. ((H)26.2.1, applies)

- (e) If participation in the Series 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 Series. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.

1.3.3. All necessary documentation must be presented for checking at all rounds when signing-on. This will include both the competition licence and club membership card.

1.4 REGISTRATION:

- 1.4.1 All competitors must register for the Series by returning the Registration Form to the Co-ordinator prior to the closing date for entries for the first round being entered. If your membership is approved, you will then be asked to pay your registration fee and this must be paid in full prior to entering your first race meeting.
- 1.4.2 There will be a Registration Fee as stipulated on the BARC Saloons website .
- 1.4.3 Registration numbers issued will be the permanent Competition numbers for the Series season.

1.5 SERIES EVENTS:

The Series is scheduled to be contested over six (6) Meetings as follows: -

Events:	Date:	Circuit:	Organising Club
1 & 2	April 14/15 ²⁷	Roekingham ^{Silverstone}	BARC
3 & 4	May 12/13 ^{11/12}	Brands Hatch ^{Pembrey}	BARC
5 & 6	June 9/10 ^{22/23}	Pembrey ^{Brands Hatch}	BARC
7 & 8	August 18 ¹⁷	Snetterton- 300	BARC
9 & 10	Sept 8/9 ^{21/22}	Cadwell Park ^{Anglesey}	BARC
11 & 12	October 20 ^{5/6}	Oulton Park ^{Cadwell Park}	BARC

1.6 SCORING:

1.6.1 Points will be awarded to Competitors listed as classified finishers in each class within the Final Results as follows:

1st – 10 points, 2nd – 9 points, 3rd – 8 points etc down to 10th place which will score one point.

One point will also be awarded to the driver who sets the fastest lap in each class as per the Final Results.

In addition, each driver may nominate one Meeting (as defined in 1.5 above) whereby he/she will be awarded double points for that meeting, this will then be regarded as their "Joker Meeting". Each driver must formally nominate their intention in writing to both the Series Drivers Representative and to the appropriate BARC Official at the signing on for the meeting at which this is to apply. The Joker Meeting can only be nominated once, and if the driver fails to complete either the qualifying session or either races from that meeting, then the opportunity to claim double points will be lost for the remainder of the 2019 season.

1.6.2 The totals from all qualifying events run as per 1.5 above will determine final series points and positions.

1.6.3 Ties shall be resolved using the formula in (W) 1.3.4, in the current MSA Yearbook.

1.6.4 Where the race distance has been reduced in accordance with article 2.6 below, it shall still count as a "full points" scoring round.

BARC Saloons:-

- a. Series points will be based upon the following:

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- ~~b. — Your finishing position has no bearing on the series points.~~
- ~~c. — The points will be picked out of a hat so they will be awarded at random. Each ball will be numbered from 1 to 32 (or the maximum number of grid spots allowed by the circuit), and will be based upon the number of drivers entered for that meeting (i.e. 24 cars equates to balls numbered 1 to 24)~~
- ~~d. — The driver finishing first in race one will get the “first pick from the hat” to get their points for race 1~~
- ~~e. — The driver finishing last in race two will then get “first pick from the hat” to get their points for race 2~~
- ~~f. — If you don’t finish the race, you will still be awarded points and this will be done on a count back basis (i.e. how far you got in the race etc)~~
- ~~g. — The ball you pick from the hat will equate to the number of points you get for that race, so ball 1 equals one point, ball 23 equals 23 points etc,~~
- ~~h. — The lowest points for the season wins the series overall~~
- ~~i. — If you are registered for the series, but are unable to attend a meeting, you will still be awarded points from the first race you actually enter and for each meeting thereafter, but they will be equivalent to the highest number awarded to the driver from each race meeting (i.e. if 24 cars race, then you will be awarded 24 points).~~
- ~~j. — Penalty points may be added if you turn up in an RV/Motorhome any bigger than a van, and a point’s reduction will be granted if you stay at the circuit in a tent. If you stay in a hotel, that deserves a penalty too!~~
- ~~k. — If you help another driver out during the meeting, the committee have the discretion to award a “points deduction” for the meeting which will count towards your overall Series score, so it gives you an incentive to help your fellow drivers.~~
- ~~l. — The finishing order in race 1 will dictate the starting order for race 2, albeit we may have a “reverse grid”. The reverse grid will be decided on the day by the committee and will be based upon the performance of the cars.~~

1.7 AWARDS:

- 1.7.1 All awards are to be provided by the BARC Saloons
- 1.7.2 Per Event: - A garland will be presented to the winner of each race
- 1.7.3 Series: - A trophy will be awarded to the overall Series winner and to the persons finishing second and third too.
- 1.7.4 Presentations: - Awards will be presented at the end of each Event and/or at the end of the Series at the designated presentation ceremony. Attendance at any such ceremony is mandatory and failure to attend may result in the loss of all awards.

1.7.5 Entertainment Tax Liability: -
Prize money and Bonuses shall be posted to the Entrants within thirty days of the results being declared final after each Event. In accordance with current government legislation, the BARC is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women and account to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsmen/women. That is, those persons who do not have a normal permanent residence in the UK and the UK does not include the Isle of Man, Channel Islands or Eire. This means that, as the organiser, the BARC is required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents. Under certain circumstances, it may be possible for competitors to enter into an agreement with the Inland Revenue to limit the tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before the payment is due.
For further information, contact:
HMRC Personal Tax International, Foreign Entertainers Unit, St John's House, Merton Road, Liverpool L75 1BB, Tel: 01514726488, Fax: 01514726483.

1.7.6 Title to all Trophies:
If Provisional Results or Series Tables are revised after any presentations and these revisions affect the distribution of awards the Competitors concerned must return them to the organisers in good condition within 7 days.

2. SERIES EVENT MEETINGS & 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 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. D 25.1.13 applies.
- 2.1.4 The Entry Fee for each event shall be specified in the SRs and on the entry form.
- 2.1.5 Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.

2.2 BRIEFINGS:

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

2.3 QUALIFICATION PRACTICE:

- 2.3.1. Should any Practice session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session, the decision of the Clerk of the Course shall be final.
- 2.3.2. Each driver shall complete a minimum of 3 laps in the car to be raced and in the correct session, in order to qualify (MSA Regulations Q4.5).

2.4. RACES:

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

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 countdown procedure and audible warning sequence prior to the start of the race shall be: -

Signal:

- I. 1 minute
- II. 30 Seconds
- III. Green Flag
- IV. 5 Seconds

Instruction:

- Start engines and clear the grid.
- Be prepared for start of Green Flag Lap
- Complete one lap of the circuit and reform into grid positions.
- The grid is complete

V. The red lights will be switched on five seconds after the 5 second board is withdrawn and will be extinguished between 2 and 7 seconds later 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 Flag 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 later.
- 2.5.4 Any driver unable to start the Green Flag/Pace lap or start is required to indicate their situation as per MSA Regulation Q12.13.2. In addition, any driver unable to maintain their grid position 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 once all competitors have been advised of the fact
- 2.5.6 The Organisers reserve the right to amend this start procedure via a bulletin issued to all competitors. This may involve changing the method of starting and/or the countdown procedure leading up to the start signal being given.

2.6 SESSION RED FLAG

- 2.6.1 Should the need arise to stop any race or practice; red lights will be switched on at the Start line and red flags will be displayed at the Start line and at all Marshals Signalling Points around the Circuit.

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pit lane, during practice, and to the starting grid area, during a race, unless otherwise directed by officials.

- 2.6.2 Cars may not enter the Pits unless directed to do so or repairs are necessary. Work on cars already in the Pits must cease when a race is stopped and may only continue under the control of a Scrutineer. Cars in the Pits may not re-join the grid.
- 2.6.3 All Competitors who are able to take part in any restarted race may do so in accordance with Q5.4 and Q5.5

2.7 PITS, PADDOCK& PITLANE SAFETY:

- 2.7.1 Pits & Paddock: Competitors must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times. In addition, any paddock plan issued by the Organisers must be complied with and the minimum amount of space should be used when setting up.
- 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. No-one under the age of 16 is permitted access to the pit lane unless they are the holder of an MSA Junior Race licence
- 2.7.3 Refuelling: May only be carried out in accordance with the MSA General Regulations, the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.
- 2.7.4 Speed Limit Pit Lane Speed Limit will be 60 k.p.h.

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. return to the Pit Lane Entrance/Paddock Entrance as instructed,
- 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
- VI. place their car into the Parc Fermé where it must remain until released by the Series Eligibility Scrutineer or his deputy
- VII. Attend any podium presentation that may be required

2.9 RESULTS:

All Practice Timesheets, Grids, Race Results are to be deemed Provisional until all vehicles are released by Scrutineer's after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures. (MSA regulation D26.3)

2.10 TIMING MODULES:

It is the Competitors responsibility to ensure that a working transponder is fitted to the vehicle in accordance with (Q) 12.2.1. No electronic equipment may be placed within five metres of any official timing line and any breach of this may result in the confiscation of the equipment concerned.

2.11 QUALIFICATION RACES:

There is no provision for Qualification races to be run.

2.12 OPERATION OF SAFETY CAR:

The Safety Car will be brought into operation and run in accordance with Section Q, Appendix 2 of the MSA General Regulations.

2.13 ONBOARD CAMERAS:

Cameras may be fitted to vehicles provided that the camera fitment is approved by the Scrutineer and that any footage obtained is not for commercial use. The Clerk of the Course and the Stewards may make use of any such footage in reaching their decisions on any judicial matters.

3. SPECIFIC SERIES REGULATIONS:

- 3.1.1 Where it is planned to hold two Series races, there shall be only one qualifying session scheduled. The fastest time set in qualifying will set the grid for the first race and the result of the first race will set the grid for the second race. Any Competitors who did not finish the first race may start the second from the rear of the grid in reverse order of retirement
- 3.1.2 The standard minimum scheduled distance shall be ~~20 minutes where a single race is planned and where two races are planned they will be~~ of 15 minutes each, ~~whenever practicable~~. Should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the Meeting, it shall still count as a full points scoring round.
- 3.1.3 A driver may only race the car in which he/she set a Qualifying time no replacement cars are permitted.
- 3.1.4 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.
- 3.1.5 A "lap record" shall only be recognised for a particular Series/Series when it is "made" or "Broken" in an official race, not in testing or qualification.

4. PENALTIES:

All penalties will be in accordance with Section C of the current MSA Yearbook and these Regulations.

- 4.1 Infringements of Technical Regulations:
 - 4.1.1 Arising from post practice Scrutineering or Judicial Action:
Minimum Penalty: - The provisions of MSA Regulations: C3.3.
 - 4.1.2 Arising from post-race Scrutineering or Judicial Action:
Minimum Penalty: - The provisions of MSA Regulations: C3.5.1(a) and (b).
For infringements deemed to be of a more serious nature the Clerk of the Course may invoke the provisions of Regulation C3.5.1(c). However, if the Clerk of the Course believes that there is some mitigation surrounding the infringement then C3.5.1 (c) need not be implemented.
- 4.2 All infringements of non-technical MSA Regulations and the Sporting Regulations will be dealt with in accordance with these Series Regulations and the General Regulations of the MSA
- 4.3 Additional specific Series penalties:
 - 4.3.1 Any Competitor adjudged to have made a false start or breached any part of the start procedure will be penalised by means of a ten second penalty being added to his total race time.
 - 4.3.2 Breaches of 2.7.5 will usually be dealt with by a fine of up to £10 per k.p.h. above the limit in qualifying and by means of a "drive through" penalty during races,
 - 4.3.3 Any Competitor excluded from the results of an Event will not be allowed to count the score as part of any dropped scores
 - 4.3.4 Any competitor may be called before the Series Stewards who at their discretion may take further action against the Competitor. This may include, but is not limited to, the loss of Series points, a fine to a maximum of £10,000 or exclusion from part or all of the Series.
 - 4.3.5 The Clerk of the Course may impose a "Stop / Go" or "Drive through" penalty for a breach of regulations, in accordance with Q 12.6.
 - 4.3.6 Any vehicle not carrying the mandatory Series decals will be subject to a fine of £100 for the first infringement and then £500 for any subsequent infringement.

BARC SALOONS

5 TECHNICAL

5.1 Introduction:

- a. The following technical regulations are set out in accordance with MSA specified format and it should be clearly understood that these regulations stipulate the minimum requirements for the series. As long as you comply with the minimum requirements, you can adopt the principal that everything else is free.

5.1.1 Any matter affecting Technical Regulations must be put in writing to the Series Eligibility Scrutineer, as any claim to have received clarifications or rulings on the Regulations must be substantiated by the production, on demand, of written confirmation of such rulings.

5.2 Description:

5.2.1 General

The ~~2018~~2019 BARC Saloons is for competitors participating in Saloon, Coupe, Hatchback and Estate cars based on the standard steel production shell and designed to carry at least four people. Spaceframe silhouette vehicles are not permitted.

5.2.2 Eligibility:

- a. All cars are subject to approval of their eligibility by the Series Organisers.
- b. The responsibility to prove eligibility is that of the Competitor at all times. For clarification of a Competitor refer to the MSA Yearbook ~~2018~~2019 section (B) Nomenclature & Definitions.
- c. The Series Organisers in conjunction with a Licensed Eligibility Scrutineer shall determine matters as to the eligibility and the implementation which may involve photographing any part of the vehicle and performing electrical diagnostics at the scrutineer's discretion.

5.2.3 Classes: ~~All cars will run in a single class~~

- a. ~~Class A – all normally aspirated cars over 2,000cc and any car fitted with either a turbo charger or super charger~~
- b. ~~Class B – all normally aspirated cars under 1,999cc~~

5.2.4 Presentation:

- a. At the start of each free practice, qualifying session or race, the cars must be presented to a high standard and must be clean and in good order. The Series Organisers reserve the right to forbid cars not meeting this requirement from taking part.
- b. Presentation of a vehicle for scrutineering is a declaration by the Competitor that the vehicle is eligible for that event.

5.2.5 Technical Checking:

- a. The Series Eligibility Scrutineer / Series Organisers reserve the right to inspect, test, measure, seal or impound any component fitted to or used in conjunction with any car registered in the Series either personally or through a nominated representative.
The costs of such checking shall be borne by the BARC Saloons but the BARC Saloons shall not be liable for the costs of stripping or reassembly of vehicles after the checks have been carried out. This will be the sole responsibility of the Competitor. Exceptions to this may include appeal / protest according to the MSA Yearbook ~~2018~~2019.
- b. Any vehicle inspected following qualification or race and found to be in breach of the ~~2018~~2019 Technical Regulations or a breach of the procedure surrounding the Technical Regulations will be the subject of a report to the Clerk of the Course.
- c. Any component sealed by an MSA Licensed Scrutineer must remain sealed and may not be tampered with in any way. In the event of a seal needing to be broken for repair or replacement, prior to doing so the Series Eligibility Scrutineer must be informed in writing

and approve the seal being broken. Re-sealing by an MSA licenced Scrutineer will take place after technical checks have been made at the next race meeting.

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- d. If a vehicle/component is sealed for subsequent technical examination the Series Eligibility Scrutineer, within the applicable time limit, will state to the Competitor/Competitor that he will examine the vehicle/component on a stated date and time and at a specified location and the sealed items must be made available for his inspection. These arrangements are not negotiable. If a vehicle/component is not made available for an eligibility examination as required by the Series Eligibility Scrutineer, it will be considered as ineligible and will be reported as such to the Clerk of the Course for the application of penalties laid down under MSA Regulations and these Series Regulations.
- e. Judicial Camera: -
- i. All cars must carry an on-board, suitably mounted, front facing Judicial cameras (rear facing camera is optional, but we would recommend this too) during all official qualifying sessions and races.
 - ii. It is the Competitors responsibility to supply and fit the Judicial camera.
 - iii. The above camera- must be used in conjunction with a suitable roll cage or dash mount.
 - iv. The onus is on the competitor to ensure the Judicial camera is switched on a maximum of three minutes prior to leaving the assembly area. The camera must then be switched off, and have the data cards collected by a Series representative in Parc Fermé after the session has been completed if so requested. It is the competitor's responsibility to ensure that the data card has been collected before the car has left Parc Fermé. If in the event of a car not being recovered to Parc Fermé the camera must be left running until a Series representative has been to collect the data card.
 - v. The Judicial camera must be switched on and recording for all official qualifying sessions and races. Failure to have the camera switched on, or there is no footage at post qualification or race scrutineering for analysis at post qualification or race scrutineering in Parc Fermé, may result in a report to the Clerk of the Course.

5.3 Safety Requirements:

- 5.3.1 All MSA Yearbook ~~2018~~2019, Section K, Competitor Safety Criteria Regulations, apply as relevant unless stated herein.
- 5.3.2 Safety Roll-Over Structures: - (K 1 to K1.8) applies
- a. All vehicles must be fitted with a safety roll-over structure as defined in the MSA Yearbook ~~2018~~2019- Section K.
 - b. Cars running non-steel or modified doors must be fitted with double door bars on the driver's side, either crossed or parallel.
- 5.3.3 Fire Extinguisher: K (3 to 3.5 applies)
- a. As a minimum, all vehicles must be equipped with a fire extinguisher in accordance with MSA Yearbook ~~2018~~2019 Regulation K3.1.2(a)
 - b. It is recommended that all vehicles are equipped with a fire extinguisher in accordance with MSA Yearbook ~~2018~~2019 Regulation Appendix 3
 - c. The following information must be clearly displayed on each fire extinguisher:
 - i) Capacity
 - ii) Type of extinguishant
 - iii) Weight or volume of extinguishant
 - iv) Service date of extinguisher. It is recommended that it must be less than 2 years since the filling date or the last service date
- 5.3.4 Main External Circuit Breaker:
A Main External Circuit Breaker in compliance with the ~~2018~~2019 MSA Yearbook Section (K) 8. is mandatory.

- 5.3.5 Lights:
Lights detailed in Series Regulations 5.10.5 must be in working order throughout the entire Event.
- 5.3.6 Seat and Seat Mounting: (K 2.2. applies)
- The Seat and Seat Mounting shall comply with the MSA Yearbook [20182019](#) Regulation (K) 2.2 and (K) 2.3
 - It is recommended that the Driver's seat is a racing seat with a current FIA homologation.
 - The driver must be located entirely to one side of the centre line of the car.
- 5.3.7 Seat Belts: (K 2.1. applies)
- Mandatory use of seat belts. MSA Yearbook [20182019](#) regulation Q19.14.2 applies.
 - It is mandatory to use seat belts, with a minimum 'four point' configuration complying with the [20182019](#) MSA Yearbook Regulation (K) 2.1.2.
 - Seat belts must have a current FIA homologation.
- 5.3.8 Race Clothing: (K9. applies)
- Competitors are strongly advised to wear flame resistant, socks, underwear and balaclava.
 - Flame resistant gloves and shoes are mandatory during competition. MSA Yearbook [20182019](#) Regulation Q10.1. (c) applies.
- 5.3.9 Crash Helmet: (K 10.1 to K10.3 applies).
Crash helmets must comply with the requirements of MSA Yearbook [20182019](#)
- 5.3.10 FHR Device.
- A FHR Device is mandatory during competition. MSA Yearbook [20182019](#) Regulation Q10.1. (e) applies.
 - A FHR Device must comply with the requirements of MSA Yearbook [20182019](#) (K 10.4. applies).
- 5.4 **General Technical Requirements and Exceptions:**
- All vehicles must comply with MSA General Technical Regulations and the relevant parts of sections J & Q of the MSA Yearbook [20182019](#) except where specified below.
 - "Free" as referred to in these Technical Regulations shall mean be interpreted as "within the limitations imposed by the MSA Yearbook [20182019](#) Regulations".
 - Advertising on vehicles is subject to requirements set out in MSA Yearbook [20182019](#) H29.1.2 & H29.1.3.
- 5.5 **Chassis:**
- The chassis must be based on production model and recognisable as such.
 - The standard floor pan, sills, front bulkhead, doors and roof must remain exactly as produced by the manufacturer in construction, dimension and material except as allowed in Series Regulations
 - The rear bulkhead (driver compartment to boot, Saloon/Coupe cars) may be made from an alternative material and may be relocated from the original.
 - The floor pan, bulkheads, front and rear inner wings may be locally modified for the purpose of mounting, or giving clearance to, suspension components.
 - Inner wings may be modified to provide additional wheel/tyre clearance.
 - Front bulkheads and inner wings may be modified to permit the clearance of the induction system. Induction system shall be understood to include air induction ducting, manifolds, inlet trumpets, and ram pipes for engine carburetion or fuel injection system only. g. The boot floor between the chassis rails rearward of the rear axle may be modified to accept fuel and oil systems and may be made from an alternative material.
 - Transmission tunnel and tunnel apertures may be enlarged to ease the fitment of larger transmissions.
 - Strengthening of the chassis in the interest of safety, by the addition of material is permitted.
 - Seam welding is permitted.

- 5.5.1 Towing eyes / straps
Must be a contrasting colour to the surrounding area (usually either Day-Glo red or yellow) and must respect the requirements of MSA Yearbook ~~2018~~2019 (Q19.1.3).

5.6 **Bodywork and Dimensions:**

5.6.1 General:

- a. Where original materials are unobtainable, local repairs of adequate strength may be made using modern equivalents.
- b. It is only permitted to make holes for the passage of cables, fuel, water, oil, hydraulic, instrument or fire extinguisher lines.
- c. All redundant holes must be covered with a non - flammable material.

5.6.2 Interior:

- a. Floor carpets, under felt, sound deadening, headlining, front and rear parcel shelves, centre consoles, the front passenger and rear seats and trim in the boot/luggage compartment may be removed.
- b. It is permitted to carry out modifications on the window winders, instrument panel and all the driving controls. Additional instruments may be added.
- c. Driver's seat is free subject to Technical Regulation 5.3.6. Local modifications are permitted for the purposes of secure and safe mounting.
- d. The removal of the heater, heater controls and audio systems is permitted.
- e. Vehicles must be fitted with an interior rear-view mirror. The fitment of a wide-angle mirror is recommended.

5.6.3 Exterior:

- a. Front and rear wings and front body panels may be replaced by replicas made from alternative material provided they exactly retain the standard silhouette in side elevation.
- b. Standard wings, if retained, may be modified by working the original metal and/or fitting wing extensions.
- c. Glass sunroofs must be removed and replaced with a suitable material in accordance with MSA Yearbook ~~2018~~2019 Regulations.
- d. In all cases, wings shall respect the requirements of MSA Yearbook ~~2018~~2019 Regulation (J)5.2.6.
- e. Bonnet lid, boot lid and door panels may be replaced by lightweight material providing they exactly retain the original standard shape and outline except for bonnet bulges, bonnet scoops and blending to wheel arches. To aid cooling the engine bonnet may be raised at the rear by a maximum of 20mm.
- f. It is permitted to cut holes in the bonnet and front wings to aid ventilation / heat dissipation. The vents/grills covering the holes should retain the standard shape and outline of original panels.
- g. Spoilers of standard dimensions and air dams are permitted below the level of the road wheel centres providing they do not protrude beyond the coachwork at the widest point in plan view including bumper, grill, etc.
- h. A horizontal front spoiler/splitter may be fitted to the bottom edge of the front bodywork but may not extend more than 100mm beyond the original plan view and may not exceed the width of the car across the front wheel arches and must form a continuous part of the bodywork.
- i. Headlights must be fitted in the original locations. They need not be the original headlight unit for the vehicle but must respect the requirements of Technical Regulation 5.10.5 a.i.
- j. Aftermarket body kits are allowed provided they are validated in writing by the Series Organisers

- k. Rear aerofoils (MSA Yearbook ~~2018~~2019 Regulation J 5.2.7 applies)
 - 1. Rear aerofoils must not extend beyond the maximum width of the coachwork (excluding wing mirrors).
 - 2. Rear aerofoils must not extend beyond the rear of the rear bumper more than 100mm.
 - 3. Rear aerofoils must not extend above the maximum height of the roof.
- l. The removal of exterior trim is permitted
- m. Window material is free but must comply with current MSA regulations. Holes may be cut in the rear or side window for de-misting. Ducts may only be fitted to side window for cooling the driver and de-misting purposes so long as they do not impede the sight line between the competitor and the rear-view mirror and nor shall they impede the competitors vision of flag signals, etc.
- n. The original mirrors may be removed but vehicles must be fitted with at least one externally mounted rear- view mirror in accordance with MSA Yearbook ~~2018~~2019 section (Q)19.15.1
- o. Roof mounted air vents are permitted.
- p. Rear diffusers are permitted.

5.6.5 Ground clearance:

- a. Under no circumstance can any part of the bodywork or of the suspended part of the car be below a horizontal plane passing 40mm above the ground.
- b. Will be measured with the Driver on board (wearing his complete racing apparel),
- c. Will be measured with the vehicle and driver, including minimum Weight Ballast where applicable in the condition in which they cross the finish Line or at any other time during an Event and without the removal of any solid or fluid matter including fuel.
- d. Ride height will be measured on any reasonably flat surface as deemed by the Series Eligibility Scrutineer or his nominated representative. In the event of any discrepancy the circuit designated flat patch will be used to make any final judgement.

5.7 Engine:

5.7.1 General:

All internal engine components and engine modifications are free.

5.7.2 Engine mountings and support members may be changed for alternative units and may be chassis mounted.

5.7.3 Oil / Water Cooling:

- a. Radiators are free but must remain in their original location.
- b. The fitting of additional water radiators is permitted provided they are located within the periphery of the bodywork.
- c. The fitting of additional oil coolers is permitted provided they are located within the periphery of the bodywork

5.7.4 Induction Systems:

- a. Induction systems are free.
- b. Inlet manifolds and systems are free.

5.7.5 Exhaust Systems:

- a. All cars must conform to the current MSA requirements as detailed in the MSA Yearbook ~~2018~~2019 J5.16
- b. All cars, manufactured after 31/12/99 are required to have an exhaust catalytic converter fitted. MSA Yearbook ~~2018~~2019 Regulation (J) 5.16.7. applies.
- c. Exhaust manifolds and systems are free.

5.7.6 Ignition Systems:

- Ignition systems are free
- 5.7.7 Fuel Delivery Systems:
Fuel pumps, regulators, filters, type, position and system are free, subject to compliance with MSA Yearbook [20182019](#) requirements.
- 5.8 **Suspension:** All suspension modifications are free.
- 5.9 **Transmission:** All transmission modifications are free.
- 5.10. **Electrical:**
- 5.10.1 Electrical equipment is free if Series Regulation 5.10.2 to 5.10.5 inclusive are respected.
- 5.10.2 Vehicle on Board Starter:
a. Engines are to be started at all times by the Vehicle on Board Starter except that the use of an external portable slave battery is permitted to aid start up only in the paddock, assembly area, pit lane and on the grid.
- 5.10.3 Battery:
a. The battery and starter motor must be capable of performing a number of repetitive starts.
b. The battery make is free.
c. The Battery position and orientation is free within MSA Yearbook [20182019](#) Regulations, ((J) 5.14.1 to (J) 5.14.7) applies.
- 5.10.4 Charging Circuit:
a. Use of the 12-volt (nominal) 'standard' generator, is compulsory.
b. The Charging Circuit must be connected and operational all times whilst the Engine is running.
- 5.10.5 Lights:
a. All cars must be fitted with the following: -
i. A minimum of two forward facing high intensity, white, main headlights.
ii. A minimum of two rear facing red tail lights.
iii. A minimum of two rear facing red brake lights.
iv. A rear facing red high intensity fog light (or two where two are fitted as standard equipment by the vehicle manufacturer in question) MSA Yearbook [20182019](#), Section (K) 5. Applies.
All lights detailed in Regulation 5.10.5.a. must be in working order throughout the entire Event and must be able to be switched on by the Driver when seated normally in the car.
b. Lights detailed in Series Regulation 5.10.5 a. iii. must be operated only by the brake pedal and without a delay.
c. Lights detailed in Series Regulation 5.10.5 a. iv. must not be operated by the brake pedal.
d. It is not permitted to tint or paint the front or rear lighting units.
- 5.10.6 A fully operating windscreen wiper must be fitted and in full working order throughout the entire Event. MSA Yearbook [20182019](#) Regulation (Q) 19.15.3. Applies.
- 5.11 **Brakes**
a. All brake upgrades are free except for 5.11 b.
b. Carbon discs are not permitted.
- 5.12 **Wheels / Steering:** Wheel type and size is free.

5.13 **Tyres:**

- a. It is only permitted to use tyres complying with Regulations 5.13 b. to 5.13e. inclusive.
- b. Vehicles may use:-
 - i. Any tyre listed in MSA Yearbook [20182019](#) Regulation (L)4 List 1A and (L5) List 1B and List 1C.
 - ii. Any full race wet tyre.
 - iii. Slick tyres are prohibited.
 - iv. Wet tyres must be listed by the tyre manufacturer as medium, or harder, for saloon car circuit applications. Soft super soft or qualifying compounds are permitted.
- c. No modification to tread pattern or tread depth by cutting is allowed.
- d. Tyre tread depth must be above the 1.6mm legal limit prior to commencement of qualifying sessions or races.
- e. The tyre must not be visible when viewed from above. When viewed from the rear, the tyre must not be visible above any point 50mm or more above the axle centre line. MSA Yearbook [20182019](#) section (J)5.2.6.

5.14 **Weights:**

5.14.1 There are no minimum weight limits.

5.15 **Fuel Tank / Fuel:**

5.15.1. Fuel Tank Type:

- a. Fuel tank construction is "free" subject to compliance with MSA Yearbook [20182019](#) Requirements.
- b. Racing type safety fuel cell may be used. MSA Yearbook [20182019](#) Regulation (K)4 applies

5.15.2. Location:

Fuel tank/cell may be located anywhere to the rear of the driver's seat, subject to compliance with MSA Yearbook [20182019](#) requirements.

5.15.3. Fuel:

- a. Only 'Pump' fuel as defined in section (B) Nomenclature & Definitions of the MSA Yearbook [20182019](#) is allowed.
- b. An MSA approved additive is permitted.
- c. The introduction of any other media into the engine is prohibited.
- d. Refueling is not permitted during qualifying, on the starting grid or during a race.

5.15.4 Fuel Delivery Systems:

Fuel pumps, regulators, filters and systems are free subject to compliance with MSA Yearbook [20182019](#) Requirements.

5.16 **Silencing:**


Silencers are free. Silencing must comply with MSA Yearbook [20182019](#) Regulation J5.17 & J5.18 and the Circuit noise requirements.

5.17 **Numbers and Series Decals:**

5.17.1 Positions

- a. Race numbers must be displayed in compliance with MSA Yearbook ~~2018~~2019 Regulation (Q)11.4.
- b. Race numbers shall be a three-digit number. The first digit will always be 1. For example, 101, 126.
- c. The numbers for each rear side window, which shall be;
 - (i) A minimum of 200mm high
 - (ii) With a stroke width of at least 20mm
 - (iii) Coloured reflective yellow.
- d. The windscreen of all cars must display the competition number accordance with MSA Yearbook ~~2018~~2019 Regulation Q.11.4.2. positioned on the upper area of the passenger's side of the windscreen, as follows; -
 - (i) The numbers must be at least 150mm high
 - (ii) Be in the same colour and font as those displayed on the rear side windows
 - (iii) Be placed no closer than 50mm from the lower edge of the windscreen "sun-strip" and 50mm from the side edge of the windscreen.
- e. Only competition numbers allocated by the BARC Saloons Registrar are to be displayed.

f. **Details and placement of decals**

Series Sponsor Sun strip	TBC	Top of rear windscreen
Series Sponsor Sun strip	TBC	Top of front windscreen
Series Sponsor logos (if required - TBC)	TBC	One on each side of the car
BARC Logo		One on each side of the car (front wing, rear door or rear quarter)

- g. Decals shall be fitted as issued. They may not be cut or otherwise defaced or deformed without prior approval from the Series Organisers.
- h. Non-approved decals such as, but not restricted to, other clubs and other Series/series decals are not to be displayed on vehicles. These should be removed or covered up.
- i. Points will ONLY be awarded to competitors correctly displaying the required decals
- j. One set of Decals may be obtained from the nominated supplier free of charge.
- k. A charge may be levied for any extra decals required to those issued in 5.17.1 j.

6 APPENDICES

The following Commercial Undertakings are not subject to the Judicial procedures of either the Series Stewards and/or the MSA/MSJ.

6.1 Social Media

Drivers and their supporters are reminded about the use of social media. Regulation 6.1.2 of the Series Regulations clearly states the position and anyone found in breach of 6.1.2 will be dealt with accordingly. A negative or derisory comment on social media can be seen instantly by a large number of people. This may include one or more of our sponsors, hence the need for restraint. There can be, and have been, serious consequences caused by the misuse of social media. Therefore, if a driver considers that they have a genuine issue that needs resolution they should use the appropriate channel either the Series Co-ordinator or Series Committee

6.2 Anyone posting anything derogatory, defamatory, insulting, unfavourable or disrespectful in relation to the Series or Series – including any of its participants, officials, partners or supporters – in any form of Social Media, would be dealt with in the same manner as if he comments had been published in the traditional print/broadcast media. In the worst instance this could mean exclusion from the Series/series, in the least it will be a deduction of points.

NB: for the avoidance of doubt the MSA may of course take any action as it considers appropriate, in addition to any action taken by the Series Stewards.

6.3 Race Organisers and Contacts:

BARC, Thruxton Circuit, Andover, Hampshire, SP11 8PN

Contact: David Wheadon

Tel: 01264 882209

Email: dwheadon@barc.net

Drivers Representative:

BARC Saloons: -

Contact: Andy Johnson

Tel: 07860 473512

Email: motorsport@svgmotorsport.com

Series Eligibility Scrutineer:

Contact: John Wardle

Tel: (mob) (0044)7581859085

Email: johnwardlescrutineer@outlook.com