

2019 BARC TIN-TOP CHAMPIONSHIP

SPORTING & TECHNICAL REGULATIONS



Organised by the British Automobile Racing Club

Thruxton Circuit, Andover, Hampshire, SP11 8PN

Draft Copy

Version 1 – 1 March 2019

1. SPORTING REGULATIONS - GENERAL

1.1 TITLE & JURISDICTION:

The 2019 BARC TIN-TOP CHAMPIONSHIP is organised and administered by the British Automobile Racing Club, in accordance with the General Regulations of the Royal Automobile Club Motor Sport Association (incorporating the provisions of the International Sporting Code of the FIA), and these Championship Regulations.

Motorsport UK Championship Permit No.: CH2019 / R061

Race Status: National B

Motorsport UK Championship Grade: C

1.2 OFFICIALS:

1.2.1 Co-ordinator: David Wheadon

1.2.2 Licensed Eligibility Scrutineer: Keith Auld

1.2.3 Championship Stewards:
Pat Blakeney
Dennis Carter
Dale Wells
Guy Woodward

Any three of the Championship Stewards may sit to make a decision. In accordance with (G) 2.7, Championship Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved Championship regulations. Under (G) 2.7.1, Championship Stewards are also empowered to consider any request from the Championship co-ordinator to penalise any Competitor for any breach of Championship 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 Championship Stewards can only adjudicate upon any disputes, irregularities or appeals arising from the approved Championship Regulations. They are also empowered to consider any request from the Championship Co-ordinator to penalise any Competitor for breach of Championship 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.

1.3 COMPETITOR ELIGIBILITY:

1.3.1 Entrants must:

- (a) be fully paid up valid membership card holding members of the BARC and
- (b) be Registered for the Championship and
- (c) be in possession of a valid 2019 Motorsport UK Entrants Licences.

1.3.2 Drivers and Entrant/Drivers must:

- (a) Be current Members of the BARC and
- (b) be Registered for the Championship and
- (c) be in possession of valid Competition (Racing) B status Licence, as a minimum or
- (d) be a professional driver, in possession of a valid Licence (featuring an E.U. flag) and medical, issued by the ASN of a member country of the European Union, or comparable country. ((H)26.2.1. applies)
- (e) If participation in the Championship requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil

registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.

1.3.3 All necessary documentation must be presented for checking at all rounds when signing-on.

1.4 REGISTRATION:

1.4.1 All competitors must register for the championship by returning the Registration Form with the Registration Fee to the address contained within the registration document prior to the Final Closing date for the first round being entered, the initial closing date for the second to last scheduled meeting.

1.4.3 The Registration Fee is £60 made payable to BARC

1.4.3. Registration numbers will be the permanent Competition numbers for the Championship.

1.4.4 The Organisers have the right to refuse, suspend or withdraw any registration.

1.5 CHAMPIONSHIP EVENTS:

The Championship will be contested over 8 Events, with two races at each, as follows:

<u>Date:</u>	<u>Circuit:</u>	<u>Organising Club:</u>
April 20-22	Brands Hatch	BARC
May 11/12	Brands Hatch	BARC
June 1/2	Silverstone (National)	BARC
June 22/23	Brands Hatch	BARC
August 17	Snetterton	BARC
Aug. 31 / Sep. 1	Cadwell Park	BARC
November 9/10	Brands Hatch	BARC

In the event that a race within the Championship is for some reason cancelled or postponed the Organisers reserved the right to add a replacement race in to one of the meetings still to be completed where time is available.

1.6 SCORING:

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

Finishing position	1 st	2 nd	3 rd	4 th	5 th	6 th	7 th	8 th	9 th	10 th and below
Points awarded	24	20	18	16	14	12	10	8	6	4

Where a class has three starters or less, points for that class will be reduced by 50%

1.6.2 The totals from all qualifying Events run less 1 will determine final championship points and positions.

- 1.6.3 Ties shall be resolved using the formula in (W)1.3.4. in the current Motorsport UK Yearbook.
- 1.6.4 Where the race distance has been reduced (2.6.) it shall still count as a full points scoring round.
- 1.6.5 Competitors not registered for the Championship may be permitted on an individual round basis and will:
- (a) be deemed "Guest Competitors"
 - (b) not score points and for the purpose of points scoring will be ignored
 - (c) not qualify for Event awards and hence may not appear on the podium
 - (d) comply with the eligibility criteria as prescribed in Article 1.3 above, with the exception of 1.3.1. (b) and 1.3.2. (b), as appropriate.

Admittance to the guest class is subject to approval by the Organisers

1.7 AWARDS:

- 1.7.1 All awards are to be provided by the Organisers
- 1.7.2 Per Round: Subject to numbers of finishers in each class, trophies to:-
- Class winner
 - 2nd in class if five or more starters in class,
 - 3rd in class if eight or more starters in class,
- Classes where there are less than three starters may be amalgamated.
- 1.7.4 Championship to be provided by the Organisers to: (subject to competing in 50% of rounds)
- Overall Tin Tops Winner: Nightingale Trophy for a maximum of 11 months
 - Class Champion (subject to three or more registered contenders who have competed at least once in class)
 - Class runner up (subject to five or more registered contenders who have competed at least once in class)
 - Class third placed driver (subject to eight or more registered contenders who have competed at least once in class)
- 1.7.4. Presentations
- Winners Caps or Garlands and Trophies are to be provided for presentation at the end of each race or at an end of the meeting presentation ceremony. Prize money and bonuses, if any, shall be posted to the Entrants within 10 days of the results of each round being declared final
- 1.7.5 Entertainment Tax Liability
- Prize money and bonuses, if any, shall be posted to the Entrants within 10 days of the results of each round being declared final.
- In accordance with current Government legislation, the Organisers of each round are 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 U.K. The U.K. does not include the Isle of Man, Channel Islands, or Eire. This means that, as the Organiser, BARC is required to deduct tax at the current rate from such payments they may make to non-U.K. 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 Johns House, Merton Road Liverpool, L75 1BB. Tel: 0151 472 6488. F: 0151 472 6483.

1.7.6 Title to all Trophies

If Provisional Results or Championship 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. CHAMPIONSHIP 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. D25.1.12. 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.
- 2.1.6 The Organisers have the right to refuse any entries in accordance with Motorsport UK regulations.

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 QUALIFYING:

- 2.3.1 Should any Qualifying 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 (Motorsport UK Regulations Q4.5).
- 2.3.3 The length of the qualifying session will at least the minimum time given with the Motorsport UK Yearbook

2.4 RACES:

Races will normally be scheduled to be over a minimum of 15 minutes. Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race (Q)5.4.

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 Rolling start. The minimum Countdown procedures/audible warnings sequence shall be:-
 - i) 1 minute to start of Green Flag/Pace Lap - Start Engines/Clear Grid.
 - ii) 30 Seconds - Visible and audible warning for start of Green Flag/Pace Lap

- iii) Towards the completion of the green flag/pace lap(s) the lights on the Pace Car will be switched off and the red lights will be switched on at the start line. The two leading vehicles will continue at a similar speed and position on the approach to the start line. Provided the formation is orderly and correct, the red lights will be switched off as the cars approach the start line to signify the start of the race. All cars will start racing when the starting signal is given

2.5.3 Aborted Start:

If the start is aborted prior to the pace car pulling off, the pace car will lead the field around the circuit for an additional lap and a new start will be attempted. The race will not start until the pace car pulls off the circuit, at which point the two leading vehicles maintain speed and position approaching the start line. If Pace Car has pulled off and the start signal is not given, the grid will proceed around the circuit maintaining speed, and position to attempt another start. At the discretion of the Clerk of the Course, the race distance may be reduced accordingly following aborted starts.

- 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 has passed the start line or pit lane exit, whichever is the later to take the start from the grid.

- 2.5.4 Any driver unable to start the Green Flag/Pace lap or start is required to indicate their situation as per Motorsport UK Regulation (Q)12.13.2. In addition any driver unable to maintain grid positions on the Green Flag Lap, to the extent that all other cars are ahead of them, may complete the Green Flag lap but must remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.

- 2.5.5 In the event of any starting lights failure the Starter will revert to use of the National Flag once all drivers have been briefed accordingly.

2.6 **SESSION RED FLAG**

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.

Cars may not enter the Pits unless directed to do so. Work on cars already in the Pits must cease when a race is stopped.

2.7 **PITS, PADDOCK & PITLANE 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. Refuelling: May only be carried out in accordance with the Motorsport UK 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 kph at all events

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 vehicle in the designated Parc Fermé area

2.9 RESULTS:

All Practice Timesheets, Grids, Race Results are to be deemed Provisional until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures. (Motorsport UK regulation (D)26.3.)

2.10 TIMING MODULES:

All cars must be fitted with a fully operational timing module. Failure to comply will result in that car not being timed and possible excluded.

2.11 QUALIFICATION RACES:

If any event is oversubscribed the Organising Club may at their discretion run Qualification Races.

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 Motorsport UK General Regulations.

2.13 ONBOARD CAMERAS:

A forward facing video camera must be fitted for the purpose of improving safety.

- i) It is the competitors' responsibility alone to ensure the safe installation and effective operation of the camera equipment.
- ii) The camera must be mounted on the roll cage in accordance with GR J5.21.3 and in a "central to left" position where the field of view should not be obscured by the rear view mirror
- iii) The camera must be fitted in accordance with GR5.21.5 and the Eligibility Scrutineer may insist on additional tethers being fitted
- iv) The camera must be switched on and recording at all times that the competitor is on track and a "clean" memory card must be used at each meeting. It must be possible to play the footage on a laptop computer so "windows" format is preferable.
- v) Footage from the camera must be made available to the Clerk of the Course, Stewards and/or the club driving standards team upon request. It is their sole discretion to view camera footage or not.

- vi) The club has the right to ask for the video footage to be made available to them for up to two weeks after any meeting
- vii) In the event that no footage is available (other than due to a proven defect with the equipment, where the burden of proof will lie with the competitor) the following penalties will apply:
 - 1st offence - a written warning from the club
 - 2nd offence - a fine of £50 payable to the Marshals Fund
 - 3rd offence - referral to the Championship Stewards for additional sanctions which will include a meeting ban

If video footage is deliberately withheld this will result in a championship ban.

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3. SPECIFIC CHAMPIONSHIP REGULATIONS

3.1 ENTRIES:

3.1.1 Refund of Race Entry Fees

An entry withdrawn before race day entitles the driver to a partial refund or transfer to the next available event. Any E-tickets previously sent to a driver will be automatically revoked in respect of the withdrawn entry.

To qualify for a transfer, a new entry form must be submitted for the future event, along with any difference in the entry fee. The transferred entry cannot be acknowledged until this is done. Only one "transfer" of an entry will be permitted.

A driver who takes part in qualifying, but cannot race due to an oversubscribed entry, is entitled to a refund or transfer to the next available event, less a £50 fee.

If a driver takes part in the qualifying session, and then subsequently cannot race as a result of mechanical problems or accident damage, no refund or transfer will be made.

Deduction of Fees following withdrawal by entrants

- a) If a driver enters by the closing date and withdraws before "**Final Acceptance Date**" a deduction of a £50.00 administration fee will apply. The E-tickets previously sent to the driver will be automatically revoked in respect of the withdrawn entry.
- b) If a driver enters by the closing date and withdraws after "**Final Acceptance Date**" a deduction of a £100.00 administration fee will apply. The E-tickets previously sent to the driver will be automatically revoked in respect of the withdrawn entry.
- c) If a driver fails to attend an event and fails to notify the appropriate Race Entries Secretary, they will forfeit their entry fee.
- d) The transfer of entry fees from one year to the next will not be permitted.
- e) No refund or transfer will be made if a driver withdraws from an event after he/she has been notified of acceptance, and breaches, or fails to adhere to the regulations, as set out in the Motorsport UK Yearbook: Entrants Responsibilities Section H 32.2.1. 32.2.2. and 32.2.3.

The relevant part of the Motorsport UK regulation Section H is reproduced below:

32.2.1 Entrants and Drivers Forbidden to Abandon one Event and compete in another.

32.2.2. Any entrant having entered, or any driver having undertaken to drive in any event, who does not take part in that event and takes part in another event on the same day may thereby become liable to the penalty set out in Part 3, Appendix 1.

32.2.3. Provided also that a competitor who has been notified that his entry has been accepted conditionally or that a decision has been deferred may enter for another event on the same day on condition that if his for the second event is accepted he shall forthwith notify the first organising club.

- 3.1.2 In the event of any rounds being oversubscribed the Organising Club; in liaison with the Coordinator may at their discretion initiate the selection process detailed in 3.1.4 & 3.1.5 below.
- 3.1.3 Reserves are to be nominated on the Final List of Entries published with Final Instructions or Amendment Sheet Bulletins. All Reserves will practice and replace withdrawn or retired entries in Reserve Number order irrespective of class. If Reserves are given Grid Places prior to issue of the first Grid Sheets for any round, the times set in Practice shall determine their grid positions. If Reserves are given places after publication of the grid sheet and prior to cars being collected in the Official "Assembly Areas" they will be placed at the rear of the grid and be started without any time delay. Otherwise, they will be held in the "Assembly Area" and be released to start the race after the last car to start the GREEN FLAG LAP or last car to take the start has passed the start line or pit lane exit, whichever is later. Such approval to start MUST be obtained from the Clerk of the Course.
- 3.1.4 All entries received shall be time and date stamped in order of receipt and opening. The Organisers shall be permitted to seed entries as detailed in 3.1.5.
- 3.1.5 The format for selecting entries shall be as follows,
- a) Championship rounds 1 & 2: entries shall be granted strictly in order of receipt and opening.
 - b) Round 3 onwards: In the event of the number of entries being greater than available grid size preference shall be given to competitors who have competed at the greatest number of previous championship rounds in 2019, provided they have entered by the closing date for that meeting. In the event that the previous number of championship rounds competed in produces a "tie" with multiple competitors with equal entitlement to an entry exceeding available grid size then the "tie" shall be split by referring to date and time of receipt and opening of the entry with priority going to the earliest.
- 3.1.6 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.
- 3.1.7 Excessive weaving to warm-up tyres - using more than 50% of the track width, and falling back in order to accelerate and practice starts, is prohibited.

3.2 RE-SCRUTINY:

All vehicles reported involved in contact incidents during races or practice must be re-presented to the Scrutineers before continuing in the races or practice.

3.3 DRIVING STANDARDS:

- 3.3.1 Any competitor who is reported to be involved in a case of contact, which in the opinion of Officials is avoidable, may be subject to the following immediate penalties:
- 3.3.2 During practice and/or qualifying: The competitor concerned may be Black Flagged and may be prevented from taking any further part in that session
- 3.3.3 During race: The competitor concerned may be penalised by way of a drive through penalty in accordance with Motorsport UK Regulation Q.12.6.

- 3.15.4 Any Competitor may be called before the Championship Stewards who at their discretion may take further action against the Competitor. This may include, but is not limited to, the loss of Championship points, a fine to a maximum of £10,000 or exclusion from part or all of the Championship.
- 3.15.5 If any driver is involved in contact/bad driving (Motorsport UK regulation C1.1.5) or abusive behaviour (Motorsport UK regulation C1.1.9) may receive additional penalties (including a points deduction) on top of any penalty issued by the Clerk of the Course. This could result in exclusion from the championship or refusal of registration the following year.

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4. SPECIFIC CHAMPIONSHIP PENALTIES:

In accordance with Section C of the current Motorsport UK Yearbook and the BARC SE Championship regulations

4.1 INFRINGEMENTS OF TECHNICAL REGULATIONS:

4.1.1 Arising from post practice Scrutineering or Judicial Action: Minimum Penalty: The provisions of Motorsport UK Regulations: C3.3.

4.1.2 Arising from post-race Scrutineering or Judicial Action: Minimum Penalty: The provisions of Motorsport UK Regulations: C3.5.1 (a) and (b).

For infringements deemed to be of a more serious nature the Clerk of the Course will invoke the provisions of Regulation C3.5.1 (c). Any competitor whose vehicle is excluded from the results in accordance with 4.1.1 or 4.1.2 will be subject to the following championship penalties;

- a) The event will be counted as one of the events contributing to their championship score and
- b) The competitor will be excluded from the event, forfeiting all championship points, prize money and awards and
- c) The competitor will forfeit 50 championship points, even if this results in a minus score.

4.2 ADDITIONAL SPECIFIC CHAMPIONSHIP PENALTIES:

Infringements of non-technical Motorsport UK Regulations & the Sporting Regulations issued for the Championship as per current Motorsport UK Judicial Procedure Regulations plus:

At any meeting, event, official qualifying or race, where any competitor shall be found guilty of any of the following offences, they shall forfeit all points in the championship gained solely at that event to that point during the event and shall be ineligible to score any points for the remainder of that event. In the case of double header races or multi-races, where an offence below is committed during any qualifying session(s) or the first race, then points gained for the qualifying session(s) and the first race will be forfeited. Where an offence occurs during any subsequent race then the points solely gained for that race shall be forfeit. Should two separate offences be committed, then all points shall be forfeited for that whole event, irrespective of the timing of the offence committed at that event.

The offences are;

- a) Driving in a manner incompatible with general safety and/or departing from the standard of a reasonably competent driver (Motorsport UK regulation C 1.1.5)
- b) Any contravention of Flag or Light signals (Motorsport UK regulation C 1.1.6)

In order to maintain standards of conduct, the Championship Coordinator will monitor all Officials/Observers reports of adverse behaviour at race meetings. If any individual is included on two such reports during one racing season he will receive written warning from the Championship Coordinator that his driving/behaviour is to be specifically observed at future race meetings. Any adverse reports during this period of observation could result in official Motorsport UK action and will result in a Championship Stewards' enquiry, with possible loss of Championship points and refusal of further race entries.

Anyone posting anything derogatory, defamatory, insulting, unfavourable or disrespectful in relation to the Championship 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 the comments had been published in the traditional print/broadcast media. In the worst instance this could mean exclusion from the championship/series, in the least it will be a deduction of points in the least it will be a minimum of 29 points.

Anyone discussing any of the race events in a derogatory manner on social media will be immediately excluded from the race and the championship.

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

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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 BARC TIN-TOP CHAMPIONSHIP is for Competitors participating in Production Saloon and Hatchback cars. All 2019 Motorsport UK General Regulations & Section Q (Technical Regulations) & Section K apply as per the 2019 Motorsport UK Year Book. The general principle for eligibility shall be that the cars are modified versions of front engined series Production Saloon and Hatchback car models, including any original manufacturer produced or approved options for the year and models which were/are available from recognised dealer networks for the manufacturer, year and model and recognised variant. The onus concerning eligibility and provision of original manufacturer documented proof of eligibility shall rest with competitors at all times, and competitors are advised to check with the series Eligibility Scrutineer if they have any doubts or queries concerning the eligibility of their cars. The eligibility scrutineers may at any time carry out a variety of eligibility checks on any competitors vehicle without prior warning

5.3 SAFETY REQUIREMENTS:

All Motorsport UK Section K Safety Criteria Regulations apply as relevant.

5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

The series is to cater for Saloon, Coupe and Hatchback cars which have been derived from cars homologated in FIA Appendix 'J' Group A (N) or Appendix 'J' 1981 Group 1 or a Vehicle originally available through normal commercial channels of the manufacturer in quantities of not less than 100 vehicles within 12 consecutive months. Class engine capacities as per table below:

T1	2021-2900cc multi valve min weight 1150kg 1621-2020cc forced induction min weight 1250kg Up to 1620cc forced induction fuel injection min weight 1230kg Up to 1620cc R53 supercharged Mini 1150 2221-2400cc dual valve min weight 950kg 2001-2221cc dual valve min weight 920kg 2401-3200cc dual valve min weight 1010kg
T2	1601 to 2020cc Honda cars min weight 1100kg 1821 to 2020cc multi valve min weight 1050kg 1621 to 1820cc multi valve min weight 1015kg Up to 1620cc multi valve min weight 870kg Up to 1620cc dual valve min weight 780kg 1621 to 1820cc dual valve min weight 820kg 1821 to 2020cc dual valve min weight 925kg
T3	1621 to 2020cc dual valve min weight 940kg Up to 1620cc multi valve min weight 925kg Up to 1620cc dual valve min weight 905kg Air cooled engines min weight 900kg

TP	TP Production regulation cars. Up to 1700 cc minimum weight 1025kg 1701 to 2000cc minimum weight 1075kg
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The class capacity may not be exceeded. Where capacity is exceeded for a particular car in a specific class, the car will be re-classed accordingly moving up the class scale. Turbo or Supercharged engines can replace the forced induction components with conventional induction systems and run in the Class that the revised engine configuration would place them in provided that the model in this revised configuration is listed.

EXTERNAL IDENTIFICATION OF THE MODEL: Manufacturers' decals/badges can be removed but if they are retained they must relate to the model as entered, in particular badges relating to engine capacity. Dual valve engines are defined as having one inlet and one exhaust valve per cylinder, multivalve engines are defined as having more than one inlet or exhaust valve per cylinder

Any vehicle fitted with a motorcycle engine, or derivative, shall be deemed ineligible for any class.

5.5 CHASSIS:

Rear inner wings: No modifications other than to allow attachment of a shock absorber

Space framed cars are prohibited.

The standard floor pan, sills, door surrounds, bulkheads and roof must remain exactly as produced by the manufacturer in construction, dimension, and material. It is prohibited to cut any holes or remove any fixed panels from the standard floor pan, front or rear inner or outer wheel arches, front or rear bulkheads (engine to habitacle and habitacle to boot) for the purpose of mounting or giving clearance to suspension components. Inner wheel arches may only be modified to allow the attachment of shock absorber mountings. It is prohibited to replace any panel or part panel from the unitary construction with any material other than steel. It is only permitted to make holes for the passage of cables, fuel, water, oil, hydraulic, instrument or fire extinguisher line. All redundant holes must be covered with metal plates. Reinforcing of the chassis is allowed in all classes.

Bulkheads and inner wings may only be modified to permit the clearance of the induction system. This shall be understood to include air induction ducting, manifolding, and trumpets, ram pipes for engine carburation or fuel injection system only. A maximum clearance dimension of 75mm will be allowed.

CHASSIS MODIFICATIONS PERMITTED:

The removal of under body sealants: Minimal modifications to floorpan to allow the fitting of an exhaust silencer to Motorsport UK requirements or a fuel tank or safety cell. Unless otherwise stated, it is prohibited to cut holes in or removed any fixed panels from the standard floorpan. It is only permitted to make holes for the passage of cables, fuel, water, oil, hydraulic, instrument or fire extinguisher line. All redundant holes must be covered with metal plates. Reinforcing of the chassis is allowed in all classes. With the exception of suspension pickup points, removal of redundant brackets is permitted.

Inner rear wheel arches may be modified but only to give enlarged clearance to allow a coil over shock absorber to be fitted in place of a non-coil over, or to allow the fitting of a shock absorber where one was not previously fitted. For live axle RWD cars it is permissible to adapt the floor pan to accommodate an additional axle location link to provide sideways axle location, i.e.

fitment of a panhard rod or watts linkage The removal of under body sealants: Minimal modifications to floorpan to allow the fitting of an exhaust silencer to Motorsport UK requirements or a fuel tank or safety cell. For the purposes of mounting oil and fuel tanks and pumps the boot floor in-between the vehicle chassis rails and rearward of the rear axle line may be modified, irrespective of modifications the boot floor must remain a welded steel construction, the use of ally plate or rivets to replace material removed is prohibited

5.6 BODYWORK:

5.6.1. Permitted modifications

1. General:

Replacement of the front wings with lightweight material panels is permitted on cars originally fitted with bolt on front wings provided they exactly retain the standard silhouette in side elevation. Bonnet and Boot lid may be replaced by lightweight material, providing they exactly retain the original standard shape outline and appearance. Bonnet side profile may not be modified, its closed position must be as intended by vehicle manufacture, Bumpers may be removed or modified. No holes, vents or ducts may be cut or inserted into the bonnet. Bumpers must be fitted, it is permissible to remove front fog/driving lights from front bumpers to allow ducting of air to front brakes, or add a maximum of two brake cooling ducts (one each side of car) ducts may be either round with a maximum intake diameter of 102mm, or rectangular with an intake area no greater than 150mm x 75mm. NOTE: front is defined as a point forward of the baseline of the windscreen. Rear wing is defined as being in the area below the baseline of the windows and rearward of the line of the rear most side door opening.

The removal of all exterior chrome/decorative parts is allowed with the exception of the complete radiator grill and headlamp trim. Standard wings, if retained, may be modified by working the original metal and/or fitting wing extensions which must be over the tyre in accordance with vehicle regulations. It is permissible to cut holes in the rear wing extensions of 150sq.cm maximum to accommodate oil coolers. The holes must be parallel and vertical. Wheels and tyres must not be visible through the apertures.

Doors must be constructed from steel, but may be modified and lightened subject to them retaining original fitment door handles and latch mechanisms,

Plastic is permitted for side and rear windows, but must be at least 4.0mm thick. Windscreens to be laminated glass only

Front Spoilers and air dams are permitted below the level of the road wheel centres providing they do not protrude beyond the original coachwork in plan view, including bumper, grill etc. Rear spoilers:

Only permitted rear spoilers are of original equipment or original manufacturers option

Class TP As above with the exception of items below,

No wheel arch extensions other than those available as original equipment parts.

All body panels to remain in same material as original equipment construction.

No modifications to inner or outer wheel arches.

Original equipment bumpers to remain fitted front and rear.

2. Interior:

The driver's seat is unrestricted but should incorporate a head restraint.

It is permitted to remove the entire interior trim dashboard and passenger seats included.

It is permitted to carry out modifications on the window winders, instrument panel and all the driving controls.

The driver must sit on the same side as in the original car and be located completely to one side of the centre line of the car.

Class TP as above with the following exception,

Original upper dashboard section to remain fitted

3. Exterior:

4. Silhouette

The silhouette, above bumper level or wheel centres whichever is higher, excluding rear spoiler is to remain as standard production vehicle.

5. Ground clearance.

Minimum ground clearance of 40mm applies to exhaust components, 80mm minimum clearance applies to all other parts of the vehicle

5.6.2 Modifications Prohibited:

1. General:

It is prohibited to cut/drill holes in any exterior panel, bumpers included. Vehicles which competed in the championship during 2016 with holes drilled in exterior panels may continue to use them in 2019 PROVIDED the holes are covered permanently with the same thickness of material.

2. Interior:

3. Exterior: It is prohibited to extend sills downwards or add panels to the underside of the car in between front and rear axle line to create a flat floor or other aerodynamic aiding device. or fit any other form of aerodynamic device other than a front spoiler/air dam and/or a rear spoiler.

5.7 **ENGINE**

1. Permitted Modifications

Unlimited internal modifications allowed to engines, subject to compliance with the rest of the regulations "The engine cylinder head and block must be externally identifiable as that fitted to the original model or specified option"

For the purpose of these regulations, a dual valve engine is one fitted with a maximum of one inlet and exhaust valve per cylinder, a multivalve engine is any engine fitted with more than one inlet or exhaust valve per cylinder Turbo charged engines

For all turbo charged cars all the air entering a turbocharger must pass through an orifice no bigger than 38mm diameter and at the narrowest point a minimum of 3mm wide, measured a maximum of 53mm from the front face of the turbo charger, otherwise turbo chargers specification is free. The restrictor must be bolted flush to the turbocharger, with no external gaps. Supercharged engines must retain the original production supercharger for the make and model of vehicle. Forced induction is allowed only on makes and models of car where it was originally manufacturers supplied and fitted option Any super/turbo charger fitted to remain original equipment manufacturers option for make/model of car/engine Forced induction engine cars: The forced induction components can be replaced with conventional induction systems and run in the Class that the revised engine configuration would place them in provided that the model in this revised configuration is listed. Restrictions on forced induction cars: Only 1 fuel injector per cylinder may be used (excluding cold start injector if fitted) water injection prohibited, multiple turbos prohibited, turbo anti lag systems prohibited, Any vehicle fitted with a rotary or motorcycle engine, or derivative, is ineligible for any class. Class TP as above except maximum cc of 2000cc dual or multivalve, forced induction prohibited

2. Prohibited Modifications

Changes to the stroke of the engine crankshaft

Water injection prohibited.

Dry sump lubrication prohibited on liquid cooled engines

Only a single supercharger or turbocharger may be fitted

It is prohibited to replace a supercharger with a turbo charger or vice versa.

Only engines from mass produced production cars are eligible.

A maximum of 1 operational fuel injector per engine cylinder permitted

3. Location

Front mounted liquid cooled, or rear mounted air cooled up to 2000cc

Cylinder block and crankshaft must remain in their original location as envisaged by the cars original manufacturer within 5cm

4. Oil water cooling

Oil coolers, and additional water radiators are permitted providing they are located within the periphery of the bodywork

Cooling systems are free

Dry sump lubrication permitted on air cooled engines only

5. Induction systems

Forced induction is only permitted on cars for which it was an original manufacturer's option. Intercoolers, free subject to being located in original manufacturer's location and being mounted wholly within engine bay. Class TP must use the original manufacturer's intake manifold and throttle body or carburettor for the make and model of the car.

6. Exhaust systems:

The use of Inconel in the manufacture of exhaust manifolds is prohibited, otherwise exhaust free subject to complying with Motorsport UK regulations.

7. Ignition systems

Free subject to Motorsport UK regulations.

8. Fuel delivery systems
Free subject to Motorsport UK regulations.

5.8 SUSPENSIONS

1. Permitted modifications
Standard pick-up points must be retained although not necessarily used. Additions or modifications of springs, shock absorbers, and suspension heights are permitted.

The fitting of adjustable suspension components and Watts linkage or panhard rod

2. Prohibited modifications
Suspension must retain original cars type and layout i.e. a Macpherson strut may not be replaced with wishbones, a trailing arm or wishbone cannot be replaced with a Macpherson strut.

Independent rear suspension or a de-dion axle arrangement cannot replace a live axle and a live axle cannot replace an independent or de-dion axle.

A coil spring cannot replace a leaf spring

Class TP, standard pickup points must be used, Remote reservoir shock absorbers prohibited, With the exception of strut top mounts, it is prohibited to replace any suspension or steering bush/joint with spherical bearings

3. Wheelbase/track
Track is unrestricted provided wheels and tyres fit within confines of bodywork. The wheelbase is to remain as per original car within a tolerance of 5cm.

5.9 TRANSMISSIONS

1. Permitted modifications
Differential and gearbox are unrestricted providing that they remain in the original location within 5cm.

Sequential gearboxes are permitted provided it is an original equipment factory fitted option for the make and model of vehicle. Any vehicle equipped with a sequential gearbox shall move UP one class. If vehicle was already in class T1 it may remain in T1 subject to a 100kg increase in minimum weight

2. Prohibited modifications
Any form of traction control device other than limited slip or locked differentials.

Transaxles and carbon fibre propshaft/driveshafts are prohibited unless fitted to the original homologated production model.

Sequential gearboxes prohibited in class TP

Sequential gearboxes may not be fitted to any vehicle where such a gearbox was not an original equipment option as fitted by the motor manufacturer on the original production line.

3. Transmission & Drive Ratios

5.10 ELECTRICS

1 Exterior lighting

Cars must be fitted with original equipment headlamps in working order

Brake/stop lights must be operational on all cars. The stoplights must only work as a result of applying the brakes and the fitting of any type of other switching device is prohibited.

2. Rear Fog Light

Rear fog lamp to comply with Motorsport UK Yearbook (K) 5.1 Vehicles carrying a single rear fog lamp are required to have working tail lights

3. Batteries

Vehicle must be fitted with an on-board battery capable of restarting at all times when on circuit

4. Generators

Generators must be mechanically driven by the engine. Drive method is free but must be capable of keeping a vehicles battery charged whilst vehicle is on track

5.11 BRAKES

1. Permitted Modifications

Brakes are unrestricted with the exception of brake disc material.

2. Prohibited modifications

Carbon brake discs

5.12 WHEELS/STEERING

1. Permitted options

Diameters are free up to a maximum of 18"

NOTE: Irrespective of the maximum size allowed, the wheel/tyre combination must fit within the confines of the allowable wheel arch/bodywork modifications outlined in Para's 5.3

Steering system is free

2. Prohibited options

3. Construction & Materials

4. Dimensions

Dimensions see 5.12.1

5.13 TYRES

1. Specifications

Maximum size must be within tyre manufacturers' recommended specifications to suit the wheel rim width. The type of tyre must be from Motorsport UK list 1A, 1B or 1C

Maximum tyre widths apply dependant on class

T1 235mm, T2 225mm, T3 215mm, TP 205mm

Only metric sizes permitted, all tyre treads must be as manufactured with a minimum of 1.6mm tread depth. Re-grooving, cutting or modifying of tyre treads is prohibited.

2. Nominated Manufacturers

3. The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited. Anyone attempting to use a tyre which does not conform to the regulations may be prevented from taking part in either qualifying or the race until the correct tyre (or tyres) are fitted.

5.14 **WEIGHTS**

Minimum weights including driver as per table in 5.4

5.15 **FUEL TANK/FUEL**

1. Types

Any type of fuel tank or safety cell may be fitted provided it conforms to Motorsport UK safety requirements.

Fuel delivery system – all fuel pumps and filters are free.

2. Locations

Tank location free subject to it complying with Motorsport UK safety regulations

3. Fuel

All fuels listed in Motorsport UK competitors' yearbook 2019 under 'Section B, Nomenclature & Definitions' as pump fuel 100 RON Octane maximum.

All cars are to be fitted with a dry break fuel coupling within 30cm of carburettors or fuel injectors to allow fuel samples to be safely taken. It is the drivers responsibility to ensure a suitable sampling hose is available in Parc Fermé at the end of practise or race sessions. A hose with suitable coupling so that fuel samples can be taken safely from a point near the engine, either the fuel rail or the carburettor. See also section D34 on page 85 of the Motorsport UK Yearbook, as there have been significant changes which are highlighted in red.

5.16 **SILENCING**

1. Specification

As per Motorsport UK Regulation J5.16.5 and J5.17.

5.17 **NUMBERS and CHAMPIONSHIP DECALS**

1. Positions

Decals to be displayed without modifications in suitable locations on vehicle bodywork.

2. Suppliers

Championship decals are supplied by BARC.

6. APPENDICES:

The following Commercial Undertakings are not subject to the Judicial procedures of either the Championship Stewards and/or the Motorsport UK /MSC.

6.1 RACE ORGANISING CLUB & CONTACTS:

BARC HQ:	Thruxton Circuit, Andover, Hampshire SP11 8PN
Championship Coordinator:	David Wheadon
Telephone:	01264 882200
E-mail:	dwheadon@barc.net

6.2 COMMERCIAL UNDERTAKINGS:

6.3 TRADE SUPPORT VEHICLE DECALS & OVERALL PATCHES.

Support for the 2019 BARC Saloon Championship is being provided by

Championship vehicle stickers will be issued to vehicles competing in the BARC TIN-TOP CHAMPIONSHIP and these must be affixed to all vehicles in accordance with Motorsport UK Regulation J4.1-4.18. See section 5.17 above.

6.4 PROMOTIONAL ACTIVITIES.

Competitors competing in this championship are requested to make their vehicles available for promotional activities for all trade supporters listed above.

7. REGISTRATION FORM

The registration form is attached to this document. It should be completed as annotated and returned with the registration fee to the address listed.

2019 BARC TIN-TOP CHAMPIONSHIP

7. REGISTRATION FORM

Please complete in capital letters

NAME OF DRIVER: _____

ADDRESS: _____

_____ POSTCODE: _____

TEL.(DAY): _____ (EVE): _____

E MAIL ADDRESS: _____

AGE: _____ DATE OF BIRTH: _____

NATIONALITY: _____

COMPETITION LICENCE No: _____ GRADE: _____

BARC MEMBERSHIP No: _____ (Mandatory)

NAME OF ENTRANT: _____

ADDRESS: _____
(if different from above)

_____ POSTCODE: _____

TEL(DAY): _____ (EVE): _____

ALL CORRESPONDENCE SHOULD BE SENT TO: DRIVER ENTRANT

CAR: _____ MODEL: _____ CC: _____

POWER: _____ WEIGHT: _____

PREFERRED COMPETITION NUMBER: _____

PLEASE COMPLETE REVERSE OF FORM

PREVIOUS RACING EXPERIENCE OF DRIVER: _____

SIGNATURE OF ENTRANT: _____
(if different from Driver)

SIGNATURE OF DRIVER: _____

TO BE COMPLETED BY ALL APPLICANTS:

I wish to register for the **2019 BARC TIN TOP CHAMPIONSHIP** and I declare that the information given above is correct. I understand that should the above information change in any way I will confirm details in writing to the BARC as detailed below.

SIGNED: _____ DATE: _____

ONCE FULLY COMPLETED THIS FORM SHOULD BE RETURNED TO:

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

PRIOR TO THE FIRST CLOSING DATE OF THE FIRST RACE ENTERED

FOR OFFICIAL USE ONLY

REGISTRATION FEE **£60**

DATE RECEIVED:

DATE REGISTRATION CARD SENT:

COMPETITION NUMBER ALLOCATED: