



“110 Years of the BARC” Race Regulations



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

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1. SPORTING REGULATIONS – GENERAL

1.1 TITLE & JURISDICTION

The BARC 110 is organised, administered and promoted by the British Automobile Racing Club (BARC), in accordance with the General Regulations of the Motorsport UK Association Limited (incorporating the provisions of the International Sporting Code of the FIA) and these Regulations.

These regulations are based on the structure and format of the standard Motorsport UK Regulations Master Format template. Where items are not necessary the Motorsport UK section number is included but the text “Deleted” or “Not applicable” is included to denote that it is not applicable to this set of Regulations.

1.2 OFFICIALS

1.2.1 Series Co-ordinator

John Hutchison

Tel: 01264 882 205

Email: jhutchison@barc.net

1.2.2 Licenced Eligibility Scrutineer: To be allocated by the Chief Scrutineer of each Event.

1.2.3 Series Stewards

The Event Stewards will perform this function.

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

(G) 2.7 Series Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved Series regulations.

(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).

(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.

1.3 COMPETITOR ELIGIBILITY

1.3.1 Entrants must:

- (a) be fully paid up valid membership card holding members of a Motorsport UK recognised club and;
- (b) Registered for the Race and;
- (c) be in possession of a valid Motorsport UK Entrants Licences.

1.3.2 Drivers and Entrant / Drivers must:

- (a) Be current members of a Motorsport UK recognised club and;
- (b) be Registered for the Race and;
- (c) be in possession of valid Competition (Racing) Race Club Licence, as a minimum;
- (d) *Or be in possession of the highest grade of national Race licence or valid FIA International Licence, together with their ASN’s written consent ((H)26.2. and FIA ISC Article 2.3.7.b applies).

1.3.3 Deleted.

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



1.4 REGISTRATION

- 1.4.1 All competitors must register for the Race using the BARC online system and paying the Entry Fee to the Co-ordinator prior to the Final Closing date for the event (9th November 2022).
- 1.4.2 There is no registration fee, see Regulation 2.1.4 for the Entry Fee.
- 1.4.3 Deleted.
- 1.4.4 Acceptance to the Race is entirely at the sole discretion of the organisers.

1.5 SERIES EVENTS

- 1.5.1 The BARC 110 will take place at the following event:

DATE	VENUE	CLUB
13 November	Brands Hatch Indy	BARC

1.6 SCORING

Not applicable.

1.7 AWARDS

- 1.7.1 All awards are to be provided by the organisers. The overall top three winning cars, will receive a trophy.
- 1.7.2 The winner of each class will receive a trophy, subject to a minimum of two entries per class. If there are more than six cars entered into an individual class, the 2nd & 3rd place entry will also receive a trophy.
- 1.7.3 Awards will be presented at the end of the event at the designated presentation ceremony.
- 1.7.4 Deleted.
- 1.7.5 Deleted.
- 1.7.6 Title to all Trophies:

If Provisional Results 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 seven days.



2. EVENT MEETING & 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 (see Regulation 1.4.1) for entries before the event. Entries will be via the official Rev-up Online entry system.
- 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. Motorsport UK Regulation D.25.1.12 applies.
- 2.1.4 A minimum of two (2) and a maximum of three (3) drivers are permitted per car. The Entry Fee is £500 for a two driver entry, and £550 for a three Driver entry. The closing date is 12pm on the Wednesday preceding the meeting (see Regulation 1.4.1).
- 2.1.5 Reserves will be listed on the final entry list or by bulletin.
- 2.1.6 Vehicles eligible for this race include the following:
- Hatchbacks;
 - Saloons;
 - Sports cars including open top cars such as Mazda MX5, Honda S2000 etc.;
 - Caterham/7 style cars, Spaceframe/Silhouette cars, and Clubman style cars with wheels covered by bodywork are not eligible.

See regulation 5.2.1 for more details on the class structure.

2.2 BRIEFINGS

Organisers will 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 the session or re-run sessions; the decision of the Clerk of the Course shall be final.
- 2.3.2 Each driver shall complete a minimum of three laps in the car to be raced and in the correct session in order to qualify (Motorsport UK Regulation Q.12.4). The Clerk of the Course and / or Stewards of the meeting shall have the right to exclude any driver whose practice times or racing are considered unsatisfactory as per Motorsport UK Regulation Q.12.4.3.
- 2.3.3 If mechanical means are used by the marshals to remove the car to a safe position, the car concerned **cannot** re-join the qualification practice session.
- 2.3.4 At the end of each qualification practice session, all drivers must cross the Finish Line only once.

2.4 RACES

- 2.4.1 Should any race be disrupted the Clerk of the Course shall not be obliged to resume or re-run the race (Motorsport UK Regulation Q.12.15).
- 2.4.2 If mechanical means are used to remove the car to a safe position the car may be recovered to the pit lane at the sole discretion of the Clerk of Course, if requested by the driver to do so. A car returned to the pit lane may be worked on under the usual restrictions. The car concerned **can** re-join the Race at the discretion of the Clerk of Course but a one lap penalty will be imposed on the car (see Regulation 6.4). This recovery rule will apply up until the final 20 minutes of the scheduled race time following which time the cars will be recovered to the nearest place of safety.
- 2.4.2 All races will run an 'open' pit lane, with a green light shown at the pit exit, unless under Safety Car conditions. Notwithstanding this restrictions are included in section 3.3 related to the type of pit stop that can be undertaken.

- 2.4.3 Meeting Organisers may impose Stop / Go Penalties for infringement of pit lane or driver change regulations during endurance Events where driver changes are allowed. See Regulations section 6.4.
- 2.4.4 The scheduled race duration will be 110 minutes.
- 2.4.5 At the end of the race all drivers must cross the Finish Line only once.

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. The grid will be a 2 x 2 formation.
- 2.5.2 The start will be via a rolling start, unless stated otherwise in Final Instructions. The minimum countdown procedure and audible warning sequence prior to the start of the race shall be:

SIGNAL	INSTRUCTION
1 Minute	Start engines and clear the grid
30 Seconds	Visible and audible warning for start of Green Flag/Pace Lap. Be prepared for start of the Green Flag Lap
Green Flag	The Pace Car will depart from its position in front of the grid and complete a formation lap. All cars must follow the Pace Car maintaining the starting order. No excessive weaving (over 50% of track width) or excessive braking is permitted – see Regulation 2.5.9. Drivers should form into the 2 x 2 formation after 75% of the lap is completed – as detailed in the Drivers Briefing. Drivers should line up directly behind the car ahead.
	The Pace Car will pull off at the end of the formation lap. The cars will continue on their own with the pole position car leading
Red Lights Off	As the pole sitter is approaching the grid the red lights will be on and when the starter is satisfied with the formation the lights will be extinguished to indicate the start. Once this signal is given overtaking is allowed.

- 2.5.3 For a rolling start a false start occurs when a Driver accelerates early or unevenly during a rolling start or fails to maintain the prescribed formation. Start Line judges shall immediately indicate to the Clerk of Course any false start which may have occurred.
- 2.5.4 Any car removed from the grid after the 1 minute signal 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.
- 2.5.6 Any driver unable to start the Green Flag/Pace lap or Race start is required to indicate their situation as per Motorsport UK Regulation Q.12.11.2. 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.
- 2.5.7 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.
- 2.5.8 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.
- 2.5.9 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.
- 2.5.10 The organisers reserve the right to amend the start procedure to suit the constraints of the timetable, this may include in exceptional circumstances removal of the Green Flag lap. Competitors will be advised of any such change as soon as practicable but before being released to the grid.

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 Startline and red flags will be displayed at the Startline and at all Marshals Signalling Points around the Circuit. This may be supplemented by the showing of red lights 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 Motorsport UK Regulation Q.12.15 – 12.16 shall apply except as detailed in Regulation 2.6.2 – 2.6.3.

Cars may not enter the Pits unless directed to do so where 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 Motorsport UK Regulation Q.12.16.

When the race is restarted the duration of the restarted race will be specified by the Clerk of the Course. The length of the race undertaken to that point will determine the subsequent actions as per Case A – C below.

CASE A – Less than two (2) Laps completed by the Race Leader – The Race will be NULL & VOID and a complete restart will be undertaken using the original grid order. (With Race duration adjusted if required by the Clerk of Course).

CASE B – More than two laps completed by the leader but less than 75% of the scheduled duration declared in the Final Instructions – The race will restart in Finishing order as per Motorsport Regulation Q.12.15.2.

CASE C – More than the 75% scheduled duration – the race will be restarted under Motorsport Regulation Q12.15.4, up to a limit of 90% time completed of the scheduled duration, unless the Clerk of Course, in consultation with the Stewards deem it appropriate not to restart the race, and the Result is declared.

Should a red flag be necessary after 90% of the scheduled duration the race will not restart.

The result will be as per Motorsport UK Regulation Q.12.15.3.

2.6.4 It is not permitted to change drivers during the course of the stoppage unless specifically authorised by the Clerk of Course.

2.7 PITS, PADDOCK & PITLANE SAFETY

2.7.1 Pits & Paddock: Competitors must ensure that the Motorsport UK, Circuit Management and BARC 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. Also see Regulation 3.2 – 3.4.

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 a Motorsport UK Junior Race licence. Also see Regulation 3.2 – 3.4.

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 Supplementary Regulations or Final Instructions issued for each Circuit/Meeting. Also see Regulation 3.4.

2.7.4 Speed Limit Pit Lane Speed Limit will be 40 k.p.h.

2.8 RACE FINISHES

After taking the Chequered Flag drivers are required to:

- a) progressively and safely slow down;
- b) remain behind any competitors ahead of them;
- c) return to the Pit Lane entrance as instructed;
- d) comply with any directions given by Marshals or Officials;
- e) keep their helmets on and harnesses done up while on the circuit or in the pit lane;
- f) place their car into the Parc Fermé where it must remain until released by the Eligibility Scrutineer or his deputy;
- g) 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 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

It is the Competitors responsibility to ensure that a working transponder is fitted to the vehicle in accordance with Motorsport UK Regulation Q.12.8.1. 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.

2.12 QUALIFICATION RACES

Not applicable.

2.12 OPERATION OF SAFETY CAR:

The Safety Car will be brought into operation and run-in accordance with Section Q, Appendix 3 of the Motorsport UK General Regulations.

2.13 ONBOARD CAMERAS

It is the competitor's sole responsibility to ensure safe installation and effective operation of the camera equipment. At all times cameras must be fitted in accordance with Motorsport UK Regulations and be approved by the Chief Scrutineer in accordance with Motorsport UK Regulation J.5.21. 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.

Each Driver should have their own media card or similar for the onboard camera which must be changed when the driver is changed to enable video evidence to be viewed during the race when the Driver is not in the car.



3. SPECIFIC REGULATIONS

3.1 GENERAL REGULATIONS

By registering for the Series all competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code which is appended to these regulations (Regulation section 6.1).

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

3.2 PIT LANE PROCEDURES

- 3.2.1 The pit lane speed limit of 40kph (as detailed in Regulation 2.7.4) must be observed at all times during the event. Speeds may be monitored during events by fixed or hand-held radar guns. It is the driver's sole responsibility to ensure that they do not exceed the pit lane speed limit.
- 3.2.2 It is not permitted to drive a car in the pit lane by using reverse gear at any time. Should any car need to be moved backwards, this must only be done by manually pushing the car. Push starting is only permitted if it is clearly under the control and supervision of the pit lane marshals.
- 3.2.4 Main beam headlights must not be used in the pit lane.

3.3 PIT STOPS

- 3.3.1 Each car is required to complete two mandatory pit stops. A mandatory pit stop is only authorised between 30 minutes after the start race signal and up to 90 minutes from the start of race signal.

The time of a pit stop (mandatory or otherwise) is determined by the time that the car crosses the pit entry timing line.

Cars must not cross the pit entry line for their first mandatory pit stop until 30-minute race duration has elapsed. From that point in time, a Pit Open board will be displayed on the Start / Finish line for a period of 5 minutes.

The pit stop window for mandatory stops will close 20-minutes before the end of the scheduled race duration. A Pit Closed board will be displayed on the Start / Finish line at the end of the pit window. Cars must have completed their mandatory pit stops prior to this time.
- 3.3.2 For mandatory pit stops, the time taken from the pit entry line to the pit exit line must not be less than 4-minutes in total.
- 3.3.3 Any Pit Stop prior to the Pit Open Board being displayed at 30 minutes will automatically be considered as a non-mandatory pit stop. After 30 minutes, both mandatory pit stops must be completed before any non-mandatory stop can be made.
- 3.3.4 For any pit stop that is not a mandatory stop the minimum time detailed within Regulation 3.3.2 does not apply.
- 3.3.5 Unless refuelling is taking place at a pit stop (mandatory or otherwise), there is no requirement for a driver to exit the car.
- 3.3.6 Refuelling, driver changes, physical vehicle inspections or repairs may only be performed whilst the vehicle is completely stationary.
- 3.3.7 Subject to the pit lane and pit stop window being open, it is permitted to make pit stops whilst the race is running under safety car conditions.
- 3.3.8 A maximum of 3 people can work on the car at any pit stop. This number excludes the driver, but includes anyone touching the car or driver in any way, including but not limited to such actions as cleaning windows, assisting the driver with belts, operating jacks, opening or closing doors, bonnets or boots.



3.4 REFUELLING

3.4.1 Refuelling within the race is permitted and must only be carried out in accordance with Motorsport UK General Regulations Q9.1.4vi and Q 12.25.1 to Q12.25.4.

Refuelling must only be carried out in the pit lane and only by means of using a Sunoco/Fair Trails Enterprises Inc. Tuff Jug fitted with an unmodified ripper valve and an adapter for car fuel inlet where necessary. Vents into the Tuff Jug are not permitted. Refuelling is permitted only in the designated area as detailed in the Final Instructions. (This is to ensure that the relevant Fire cover is in place for safety reasons). The Final Instructions will detail the full procedure for refuelling as this is venue specific.

3.4.2 During refuelling the engine must be turned off and the driver must vacate the car. The car must remain, fully on the ground with all four wheels, with all doors closed. During refuelling, nobody other than the refueller may touch the car. Refuelling is determined to start when the fuel flap (or similar) is opened and completed when the fuel flap is closed.

3.4.3 Fuel must not be stored in the garage or pit lane. Each entry should have a designated fuel area away from any sources of ignition.

3.4.4 The team member who actually refuels the car during a pit stop must wear fireproof overalls, gloves, balaclava and have goggles or a helmet to protect their eyes. Fireproof shoes/socks are also recommended. In addition, a fire extinguisher must be adjacent to another team member also dressed in fireproof overalls, gloves and balaclava during the refuelling process in case it needs to be used. Each team must provide a foam fire extinguisher with a minimum capacity of 6 litres.

3.4.5 Teams must use approved refuelling Tuff Jugseans for refuelling activities (as detailed in Regulation 3.4.1). All Tuff Jugseans must be clearly labelled with the race number of the car.

3.4.6 Refuelling is not permitted during qualifying or on the starting grid.

3.4.7 The filler cap shall be securely in place at any time the car is on the circuit, failure to ensure this could result in the car being shown the black and orange flag.

3.4.8 Refuelling equipment may not be used in such a way as to increase the fuel flow rate over that engendered by gravity and non-assisted airflow. The Organisers reserve the right to instruct the team to modify their refuelling procedures and failure to comply with such instruction may lead to exclusion from the event.

3.4.9 Smoking is not permitted in the refuelling area detail in the Final Instructions, garages, pit lane or on the pit wall at any time during the event. This rule also applies to electronic cigarettes. All team members and guests must be made aware of this restriction and failure to comply will lead to immediate exclusion for the car concerned.

3.5 DRIVING TIME & DRIVER CHANGES

3.5.1 Driving time will be calculated from the start of the race signal. A Drivers time will end when the Pit Entry timing line is crossed when the Driver exits the vehicle in that Pit Stop. For a Driver entering the car at a Pit Stop their drive time will start when the Pit Exit timing line is crossed. For the avoidance of doubt if the Driver is not changed during a Pit Stop the full time in the pit lane is included in that drivers time.

3.5.2 For races of over 100 minutes each Driver must drive for no less than 25 minutes. No driver may drive for more than 60% of the race duration in total.

3.5.3 If the race is suspended the Driving time will pause at the Red Flag signal. It is not permitted to change drivers during the course of a red flag race suspension unless specifically authorised by the Clerk of the Course. If the suspension impacts on a Drivers ability to comply with Regulation 3.5.2, the Entry must notify Race Admin as soon as is practical. Under these circumstances the Clerk of Course will determine on an individual basis if the breach should be punished by the imposing of the penalties detailed within Regulation 4.2.

3.5.4 The Driver(s) not in the car are responsible for notifying Race Admin of all driver changes during the event as detailed in the Final Instructions, as soon as the stop is completed.

3.5.5 When performing a driver change, the incoming driver must not loosen or remove their harness, FHR device, helmet or gloves until the vehicle is fully stopped in the pit lane.

3.5.6 The driver must exit the car via the drivers' door. When refuelling is away from the pit lane, the engine may be left running during the driver change. The next driver must enter the car via the drivers' door. If the same driver is



driving the next stint they may remain in the car. Seat belts must be fully replaced and tightened before moving off.

- 3.5.7 Drivers are reminded that Regulation 2.13 requires an individual storage facility for onboard camera footage which is required to be changed at a driver change pit stop.



4. PENALTIES

In accordance with Section C of the current Motorsport UK Yearbook and these Series Regulations.

4.1 INFRINGEMENTS OF TECHNICAL REGULATIONS

4.1.1. Arising from post practice Scrutineering or Judicial Action:

Minimum Penalty: The provisions of General Regulation: C3.3 except without the 10 second delay.

4.1.2. Arising from post race Scrutineering or Judicial Action:

Minimum Penalty: The provisions of General Regulations: C3.5.1.b.

4.2 ADDITIONAL SPECIFIC SERIES PENALTIES

All infringements of non-technical Motorsport UK Regulations and the Sporting Regulations will be dealt with in accordance with these Series Regulations and the General Regulations of the Motorsport UK.

The Clerk of Course may impose a "Stop / Go" or "Drive through" penalty for a breach of regulations, in accordance with Motorsport UK Regulation Q.12.26.

Appendix 6.4 includes a set of datum penalties for various breaches of the regulations / offences. The Clerk of Course is authorised to use their own judgement and vary the datum as circumstances dictate. Where a penalty is not listed, the datum table can be used to provide guidance for offenses of a similar magnitude.

Were a Stop/Go penalty has been issued but cannot be imposed for practical reasons, a 60-second time penalty, plus the duration of the stop/go penalty will be added to the end of race time in lieu of the stop/go penalty.

4.3 SOCIAL MEDIA

Social media in this context means any method of distributing and sharing views, opinions, information, photos, moving images, videos and/or similar.

Competitors and anyone connected with an entry must be aware of their conduct on social media. If anyone connected with an entry is considered to have brought the Series and/or the BARC and/or anyone connected with the Series or the BARC into disrepute (at the sole discretion of the Series Stewards) they may be subject to penalty or disqualification from the Series. Competitors are further reminded of the Motorsport UK Race with Respect code of conduct (also see Regulation 3.1).



5. TECHNICAL REGULATIONS

5.1 INTRODUCTION

- 5.1.1 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 something you should work on the principle that you cannot. It is your own responsibility to seek clarification from the Series Organisers in advance of making modifications or changes to your car.
- 5.1.2 The responsibility to prove eligibility is that of the Competitor at all times. For clarification of a Competitor, refer to the Motorsport UK Yearbook, Section B. Nomenclature & Definitions.
- 5.1.3 Presentation of a vehicle for scrutineering is a declaration by the Competitor that the vehicle is eligible for the event.

5.2 GENERAL DESCRIPTION

The BARC 110 Race is open to competitors participating in closed wheel production-based cars. The organiser determines “production based” to be vehicles with a history of being made available for public sale that are not of a defined limited production run and were originally designed for general road usage.

The following vehicles are NOT permitted to participate:

- Caterham/7; style cars,
- Spaceframe/Silhouette cars;
- Clubman style cars with wheels covered by bodywork and other similar vehicles determined ineligible by the organisers.

The organiser retains the sole right to determine the eligibility of any vehicle not necessarily complying with the details above if in their opinion the spirit of the race is demonstrated.

To ensure healthy competition the organiser reserves the right to classify any vehicle’s class.

5.2.1 Class Structure:

Classes are determined by engine size.

CLASS	ENGINE CAPACITY
A	Up to 1200cc
B	1201 – 1600cc
C	1601 – 2000cc
D	2001 – 2500cc
E	2501 – 3000cc
F	3001 – 3500cc
G	Over 3500cc
I	Invitation

Engine size multipliers are included as per Motorsport UK Regulations.

Forced Induction cars x 1.7

Rotary engined cars x 1.7

If both forced induction and rotary then $1.7 \times 1.7 = 2.89$

Four-wheel-drive cars x 1.2

5.3 SAFETY REQUIREMENTS

- 5.3.1 All Motorsport UK Yearbook, Section K, Competitor Safety Criteria regulations apply.
- 5.3.2 Safety Roll-Over Structures: K1.0 to K1.6 applies.
- 5.3.3 Fire Extinguisher: K3.0 to K3.3.3 applies.
- 5.3.4 Main external circuit breaker: K8.1 to K8.5 applies.
- 5.3.5 Seat & Seat Mounting and Belts: K2.1 and K2.3 apply.
- 5.3.6 Race Clothing: K9.1 and K9.3 applies. Competitors are strongly advised to wear flame resistant, socks, underwear and balaclava. Flame resistant gloves and shoes are mandatory. Motorsport UK Yearbook Regulation Q.12.1.1(c) applies.



- 5.3.7 Crash helmets must comply with the requirements of Motorsport UK Yearbook K10.1 to K10.4. FHRs are mandatory for all forms of circuit racing with the exception of period defined vehicles (pre-1977), which will remain as a recommendation. Motorsport UK Yearbook Q.12.1.1(e) applies.

5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS

- 5.4.1 At the start of each qualifying session or race, the cars must be presented to a high standard and must be clean and in good order. The Organisers reserve the right to forbid cars not meeting this requirement from taking part.

5.5 CHASSIS

As restricted by the Motorsport UK Regulations.

- 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 Motorsport UK Yearbook Q.13.1.3.

5.6 BODYWORK

As restricted by the Motorsport UK Regulations.

5.7 ENGINE

The engine must be based on a type fitted to the model of car when sold for road use by the manufacturer. Other restrictions are those determined within the Motorsport UK Regulations.

5.8 SUSPENSION:

As restricted by the Motorsport UK Regulations.

5.9 TRANSMISSION

As restricted by the Motorsport UK Regulations.

5.10 ELECTRICS

As restricted by the Motorsport UK Regulations.

- 5.10.1 Exterior Lighting

Cars should have operational head / tail lights such that they can be raced in low light conditions. General Motorsport UK restrictions apply

- 5.10.2 Rear Fog / Rain Lights:

A rear facing red high intensity rain / fog light (or two where two are fitted as standard equipment by the vehicle manufacturer in question) must be operational. Motorsport UK Yearbook, Section K5 applies.

5.11 BRAKES

As restricted by the Motorsport UK Regulations.

5.12 WHEELS / STEERING

As restricted by the Motorsport UK Regulations.

5.13 TYRES

- 5.6.1 The only permitted tyres are from the Motorsport UK Yearbook L4 - List 1A, 1B & 1C (where applicable) therefore slick tyres, cut slicks or moulded slicks are not permitted.
- 5.6.2 No modification to tread pattern or depth is allowed other by means of normal usage.
- 5.6.3 All tyres fitted must be from the same Motorsport UK L4 list.



5.6.4 Any chemical and/or thermal and/or mechanical treatment of the tyres is prohibited. Cleaning wheels and tyres with common detergents is permitted. Any action for increasing or decreasing the temperature of the tyres in the assembly area, in the Pit Lane or on the Grid before the start of or during a session is not permissible.

5.14 WEIGHT LIMITS

No minimum weights apply.

5.15 FUEL TANKS

5.15.1 Fuel tanks are free subject to compliance with Motorsport UK Yearbook Regulations.

5.15.2 Fuel tank location is free subject to compliance with Motorsport UK Yearbook Regulations.

5.15.3 Fuel:

Only 'Pump' fuel as defined in section B, Nomenclature & Definitions of the Motorsport UK Yearbook is allowed.

5.15.4 When refuelling, competitors must use the specified Sunoco/Fair Trails Enterprises Inc. Tuff Jug fitted with an unmodified ripper valve and an adapter for car fuel inlet (as detailed in Regulation 3.4.1) in order to create a dry break system when refuelling.

5.16 SILENCING

All cars must conform to the current Motorsport UK noise requirements as detailed in the Motorsport UK Yearbook regulations J5.17 & J5.18.

5.17 COMPETITION NUMBERS / IDENTIFICATION

Cars must be fitted with the correct number, visible from any vantage point as the vehicle passes. Motorsport UK Yearbook, Section J4 & Section Q.11.4 & 11.5(i, ii & iii) applies.

Cars must display a supplied BARC logo on both sides.

6. APPENDICES

6.1 RACE WITH RESPECT



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

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

Motorsportuk.org/racewithrespect
#RaceWithRespect

The Values

Respect
Fair play

Integrity
Good Manners

Self-Control

I pledge to #RaceWithRespect and:

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

Any breach of these obligations may result in disciplinary action.

6.2 RACE ORGANISING CLUB & CONTACTS

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

Tel: 01264 882200
Fax: 01264 882233
E-mail: competitions@barc.net

Series Co-Ordinator:

Name: John Hutchison
Tel: 01264 882 205
Email: jhutchison@barc.net

6.3 COMMERCIAL UNDERTAKINGS

The following Commercial Regulations are “contractual” between the Entrant and / or Driver and the Organisers and / or Promoters and are not considered by Motorsport UK. Accordingly, the application of these Commercial Regulations by the Organisers and / or Promoters will not be subject to the Judicial processes of either the Series Stewards and / or the Motorsport UK / MSC.



6.4 PENALTIES

The table below details a datum penalty for various offences. The Clerk of Course is authorised to use their own judgement and vary the datum as circumstances dictate.

Offence	Datum Penalty
False Start	Drive Through penalty
Excessive weaving	Drive Through penalty
Overtaking a competitor under yellow flag or Safety Car	3 Min Stop/Go
Causing avoidable Contact	3 Min Stop/Go as a minimum
Not respecting Track Limits	3 offences: Black & White flag. Subsiquent offences - Drive Through penalty
Excess Speed in Pitlane	Stop/Go + 10 Seconds for each KPH over limit
Reversing under power in Pit lane	Drive Through penalty
Exiting Pit lane under Red Light on exit	5 Min Stop/Go
Exceeding Driving Time (Continuously/total)	5 Min Stop/Go (during race) or 5 lap penalty after race
Failing or refusing breathalyser test	Disqualification of the Entry
Failing to provide video coverage	3 Lap Penalty at a minimum
Failing to nominate the starting driver before the deadline	Start from the back of the Grid
Not completing the minimum number of pit stops	10 Lap Penalty for each missed stop
Pit Stop procedure	3 Min Stop/Go (Or higher at CofC discretion)
Incorrect Refuelling (Not in designated Areas)	10 Lap Penalty for each occurrence
Unsafe release from Pit box	3 Min Stop/Go
Recovery during race (Regulation 2.4.2) - Tow Back	1 Lap Penalty

Penalties should increase for repeated offences as follows:

Drive Through penalty
Stop/Go

1 Min Stop/Go or 1 lap penalty

3 Min Stop/Go or 3 lap penalty

5 Min Stop/Go or 5 lap penalty

10 Min Stop/Go or 10 lap penalty

Black Flag with possible Disqualification

NO TWO PENALTIES can be served at the same time, you must re-join the track and complete 1 FULL lap past the start line then come in to serve the next Penalty. To clarify, One out lap, One full lap, One in lap