



Championship Bulletin 2024

Classic Touring Car Championship

Bulletin Number	01
Date of Implementation:	7 th March 2024
Championship Permit No:	CH2024/42

The following regulation amendment is made with immediate effect. Deletions are shown in ~~blue strikethrough~~, and additions are show in red underline.

Regulation Amendments:

2.1.6 Entry Fee and Refund Terms and Conditions.

2 Driver entry - Where two drivers are looking to share a car in a championship, where one driver is normal, an additional charge of £50 will be levied. This covers the addition per capita insurance charge mandated by Motorsport UK to cover personal insurance at the event and also the addition administration necessitated by the inclusion of a second driver.

Late Entry Fee - A late entry fee of £50.00 will be added to the race entry fee if an entry is booked and/or paid for after 10 days prior to the 1st day of the meeting.

Withdrawal of entry before 00:00 Monday of the week prior of the meeting (usually 11 days prior to a Sat/Sun meeting) - Full Refund or Transfer.

Withdrawal of entry after 00:01 Monday of the week prior of the meeting (usually 10 days prior to a Sat/Sun meeting) - Refund or Transfer less £50.00 admin fee.

Withdrawal of entry after meeting has started (as defined by Motorsport UK) - No refunds given.

A Telephone call to BARC HQ on 01264 882209, or an Email to competitons@barc.net in the first instance will be sufficient as a withdrawal of entry.

Confirmation of the withdrawal along with any tickets issued must be returned to BARC HQ no later than 14 days after the meeting or the refund will be deemed null and void.

You are reminded that whilst we will make every effort to allow you to compete, a race entry cannot always be guaranteed, even with booking and payment in advance.

Reason:

To bring the regulations into line with the Global BARC Terms and Conditions.



8.2.4 **Classes:**

8.2.4.3 **The following rules will also be applied:**

- a) All forced induction engines are subject to an equivalency factor of 1.7:1, except for engines with 2 valves per cylinder are subject to an equivalency factor of 1.5:1.
- b) Rotary engines are subject to an equivalency factor of 2:1.
- c) Naturally aspirated cars 2000cc and over, with 2 valves per cylinder are subject to an equivalency factor of 0.8:1.
- d) Sierra Cosworth RS500 is to run in class A

Reason:

In order to make the correction of a clerical error, and reinstate point c), as it should not have been removed from the regulations for 2024.

Issued by: David Wheadon

Position: Championship Coordinator

Date: 7/03/2024