

*D. Wheadon*

Signed & Dated  
D. Wheadon – 13/3/26



## 2026 Junior Saloon Car Championship



Organised by:

**The British Automobile Racing Club**

Thruxton Circuit, Andover, Hampshire, SP11 8PN

**PUBLISHED 2026**

## Contents

<b>SPORTING REGULATIONS – GENERAL .....</b>	<b>3</b>
1.1 Title & Jurisdiction:.....	3
1.2 Officials: .....	3
1.3 COMPETITOR ELIGIBILITY .....	3
1.4 Registration:.....	4
1.5 Championship Events:.....	5
1.6 Scoring: .....	5
1.7 Awards: .....	6
<b>JUDICIAL PROCEDURES .....</b>	<b>7</b>
<b>CHAMPIONSHIP RACE EVENTS &amp; PROCEDURES .....</b>	<b>8</b>
3.1 Entries: .....	8
3.2 Briefings: .....	8
3.3 Practice / Qualification:.....	8
3.4 Qualification Criteria: .....	9
3.5 Races:.....	9
3.6 Starts:.....	9
3.7 Session Red SIGNAL:.....	10
3.8 Re-Scruinty:.....	11
3.9 Pits, Paddock & Pitlane Safety: .....	11
3.10 Race finishes: .....	11
3.11 Results:.....	11
3.12 Timing Modules: .....	11
3.13 Qualification Races:.....	11
3.14 Additional Sporting Regulations Issued For The Championship .....	11
3.15 Motorsport UK Respect Code: .....	12
3.16 Operation of Safety Car:.....	13
3.17 Onboard Cameras: .....	13
<b>PENALTIES .....</b>	<b>14</b>
<b>TECHNICAL REGULATIONS.....</b>	<b>16</b>
5.1 Introduction: .....	16
5.2 General Description: .....	16
5.3 Safety Requirements:.....	16
5.4 General Technical Requirements & Exceptions: .....	17
5.5 Chassis:.....	17
5.7 Engine (Also refer to 5.1, 5.9 & 5.18) .....	20
5.8 Suspensions:.....	23
5.9 Transmissions:.....	25
5.10 Electrics: .....	25
5.11 Brakes: .....	26
5.12 Wheels/Steering: .....	27
5.13 Tyres:.....	27
5.14 Vehicle Weights: .....	27
5.15 Fuel Tank/Fuel:.....	28
5.16 Silencing: .....	28
5.17 Numbers/Decals:.....	28
5.18 Additional Information:.....	29
<b>ADDITIONAL INFORMATION .....</b>	<b>31</b>
6.1 Decals:.....	31
6.2 Social Media:.....	31
6.3 Safeguarding: .....	31
6.4 Race Organising Clubs And Contacts:.....	32
<b>RACE with RESPECT .....</b>	<b>33</b>

## 1. SPORTING REGULATIONS – GENERAL

### 1.1 TITLE & JURISDICTION:

The Junior Saloon Car Championship is organised and administered by the British Automobile Racing Club on behalf of the commercial rights holder Junior Saloon Car Championship Limited in accordance with the National Competition Rules (NCR) of Motorsport UK Limited (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations ('the Championship').

The Championship Regulations comprise of these Sporting and Technical Regulations together with all and any amendments alterations or supplements thereto issued and/or published and/or promulgated by or with the authority of the Organisers together with all and any Supplementary Regulations for Championship Events and any Final or other Event Instructions issued and/or published.

Motorsport UK Championship Permit No:	CH2026/RVD001
Race Status:	Interclub
Motorsport UK Championship Grade:	Grade D

### 1.2 OFFICIALS:

1.2.1	Championship Co-ordinator:	David Wheadon (David.wheadon@barc.net)
1.2.2	Championship Event Co-ordinator:	Vickie MacClinton
1.2.3	Championship Administrator:	David Beecroft
1.2.4	Championship Technical Advisor	David Beecroft
1.2.5	Championship Clerk of the Course:	Craig Czornyj
1.2.6	Championship Eligibility Scrutineer:	Darryl Drinkwater
1.2.7	Championship Safeguarding Officer	Vickie MacClinton
1.2.8	Championship Stewards (any 3 of):	Trevor Williams Luke Caudle Brian Hemmings Alex Maunders

**NOTE: NCR Ch 4 App1 Art1.2.** The Championship Stewards may only adjudicate on any disputes irregularities or appeals arising from the published Championship regulations. They are also empowered to consider any request from the Championship Co-ordinator to penalise any Competitor for any breach of Championship Regulations and after holding a formal hearing those Stewards may impose a penalty in accordance with NCR Chapter 2 subject to the rights of Appeal to the National Court there.

### 1.3 COMPETITOR ELIGIBILITY

#### 1.3.1 Entrants must:

- (a) be current members of the BARC and
- (b) be Registered for the Championship and
- (c) be in possession of a valid Motorsport UK Entrants Licences.

#### 1.3.2 Drivers and Entrant/Drivers must:

- (a) Drivers are eligible to register for the Championship once they have attained the age of 14. Drivers whose 17<sup>th</sup> birthday is on or after the 1<sup>st</sup> January in the current year of the Championship are eligible for the whole of that racing season.
- (b) be current racing members of the BARC and
- (c) be Registered for the Championship (entries will only be accepted strictly at the discretion of the Organiser following consultation with the Championship Commercial rights holders) and

- (d) hold a valid Race Club Licence (Junior Formulae only). This licence is only valid for competing in Motorsport UK sanctioned "Junior" Formulae Events.
- (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.
- (f) Agree to always abide by the Motorsport UK Race with Respect campaign to promote a safe, enjoyable, and fair environment (see Regulation 7.1).

1.3.3 Teams must be in possession of a valid Motorsport UK Entrants licence and are accepted in the paddock by invitation. A Team is a commercial race company or racing team hosting drivers in providing race services or covered accommodation in the championship and as a result receives financial gain where, in respect of junior championships, the principal is not also the parent/guardian. Being considered as being a Team includes the use of team names, team sticker kits and team race suits/clothing.

A Team shall at all times uphold and respect the provisions of the Code, the National Competition Rules and these Championship Regulations as may be amended from time to time and shall;

- (a) hold a valid Motorsport UK Entrant licence;
- (b) have at least £5 million Public Liability Insurance;
- (c) uphold the values of the Race with Respect Code and all applicable Motorsport UK policies and guidance;
- (d) act in a professional manner at all times and not act or permit any member of the Team to act in such a manner as to bring motor sport, the Championship or Motorsport UK or any its officers and officials into disrespect;
- (e) adhere to the Motorsport UK Safeguarding Policies and guidance documents, complete Safeguarding training when required and ensure that any person undertaking Regulated Activity is the holder of a valid DBS certificate supplied through Motorsport UK;
- (f) ensure that representative(s) and driver coaches attend training / briefing when required;
- (g) adhere to the National Competition Rules in respect of anti-alcohol and illicit drugs as well as Motorsport UK processes for anti-alcohol and illicit drugs testing;
- (h) nominate one member of their Team as the Team Representative at each event including but not exclusively for the purpose of all judicial proceedings at Events and who shall be present at all judicial proceedings concerning Drivers entered under that Team licence in substitution for the Driver Parent/Legal Guardian.

1.3.3.1 It is recommended the Team has:

- (a) a designated team member as a 1st 4Sport, Level 2 qualified coach;
- (b) a designated UKAD Certified Advisor. (c) be responsible for carrying out and documenting a risk assessment of their activities; (risk assessment management tool available from Motorsport UK)

1.3.4 All competitors must sign-on at Events that they compete in and all necessary documentation must be presented for checking at all times upon the demand of the Officials.

## **1.4 REGISTRATION:**

1.4.1 Acceptance of Registration for the Junior Saloon Car Championship is at the discretion of the organisers. All Drivers must register for the Championship by returning the registration form to the Championship administrator prior to the Final Closing date for the first round being entered the Championship Registration Form which has been completed by them and by the Competitor's Parent/Guardian/Guarantor together with payment of the Registration Fee.

1.4.2 The Parent/Guardian/Guarantor/Team Representative named on the registration form is required to attend all Championship races entered by the Driver and must sign on in that capacity. Any proposed change of registered Parent/Guardian/Guarantor /Team Representative must be the subject of permission applied for in writing to the Championship Co-ordinator prior to any act of signing on (force majeure excepted).

1.4.3 The Championship Registration Fee is £950.00 payable to "Junior Saloon Car Championship Ltd" upon registration.

- 1.4.4 Registrations will be accepted from 1st January 2026 until the closing date for the last round of the Championship and the championship administrator reserves the right to deny any Registration.
- 1.4.5 Registration numbers will be allocated by the BARC and shall be the permanent Competition number for the Championship.
- 1.4.6 Should any Driver wish to change their vehicle from the one originally registered for the current season it must be a permanent change and application for permission must be made to Co-Ordinator (1.2.2) together with a completed Registration Form and (additional) Registration Fee in the sum of £250.00 to “Junior Saloon Car Championship Ltd”. Only one vehicle per Competitor may be registered at any one time.
- 1.4.7 If a vehicle is to be used by several Drivers, then each additional Driver will be required to pay a £250.00 registration fee to “Junior Saloon Car Championship Ltd” upon Championship registration.
- 1.4.8 The organisers may accept or refuse any registration and withdraw or revoke a registration at any time should the continued registration of the competitor, entrant or team be deemed by the organisers not to be in the best interest of the Championship.
- 1.4.9 To be eligible to enter the Championship as a Rookie for the season, the competitor must not have raced at more than three official events within the previous season in any race category

## 1.5 CHAMPIONSHIP EVENTS:

The Championship is scheduled to be contested over 24 Rounds at 8 Events as follows:

ROUND	DATE	CIRCUIT	CLUB
1, 2 and 3	21 – 22 Mar 2026	Donington Park GP	BARC
4, 5 and 6	11 – 12 Apr 2026	Cadwell Park	BARC
7, 8 and 9	2 – 3 May 2026	Croft	BARC
10, 11 and 12	20 – 21 Jun 2026	Pembrey	BARC
13, 14 and 15	11 – 12 Jul 2026	Snetterton 300	BARC
16, 17 and 18	1 – 2 Aug 2026	Brands Hatch	BARC
19, 20 and 21	12 – 13 Sep 2026	Snetterton 300	BARC
22, 23 and 24	3 – 4 Oct 2026	Silverstone International	BARC

1.5.1 As per NCR Ch 3 App 10 Art 4.2 the organisers reserve the right to amend the published list of dates and rounds, in which case, all registered Competitors will be informed of the amendments by Official Bulletins posted to the address specified on the Official Registration Form.

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

## 1.6 SCORING:

1.6.1 Points will be awarded to Competitors listed on the classified results as follows:

1st 25; 2nd 22; 3rd 20; then reducing by 1 point per place down to 3 points for 20th; all other finishers 2 points; all non-finishers 1 point. Fastest race lap 1 point. The number of starters or finishers shall not affect the allocation of Championship points per race. Double points will be awarded for the final races at the last Event of the season, including fastest lap.

1.6.2 Should for whatever reason, the scheduled race duration (as may be amended by Bulletin or Clerk of Course on the day) not be completed, the following points will be awarded:

- i. More than 75% (as recorded on the results declared by the timekeeper) of the scheduled duration will attract 100% points.
- ii. More than 2 laps of the scheduled duration but less than 75% duration (as recorded on the results declared by the timekeeper) will attract 50% points.
- iii. A race of less than 2 laps (as recorded on the results declared by the timekeeper) will be declared a “No Contest” in accordance with Motorsport UK Regulations and no points awarded.



## 2. JUDICIAL PROCEDURES

- 2.1.1 Rounds and Championship: In accordance with the current Motorsport UK NCRs and Chapter 4.2 of the Championship regulations.
- 2.1.1 By registering for the Championship all Competitors, and their associates, commit to positively promote and demonstrate the Motorsport UK's Race with Respect Code (page 33).
- 2.1.2 Where any reports of disrespectful conduct from drivers and any team members and associates are judged to be well founded the Championship Organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to the Motorsport UK.
- 2.1.3 It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Coordinator and/or Safeguarding Officer who will also relay the report Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at [www.motorsportuk.org/resource-centre](http://www.motorsportuk.org/resource-centre) by selecting Policies and Guidelines.

### 3. CHAMPIONSHIP RACE EVENTS & PROCEDURES

#### 3.1 ENTRIES:

- 3.1.1 Competitors are responsible for sending in correct and complete entries, with the correct Entry Fee, to the Championship Coordinator at the BARC prior to the closing of entry dates as per the entry forms. The Entry forms are available on the website [www.barc.net](http://www.barc.net) or [www.juniorsalooncarchampionship.co.uk](http://www.juniorsalooncarchampionship.co.uk)
- 3.1.2 The Championship Event Entry Fee is £942.00 for each event (comprising of three rounds). There will be a surcharge of £50.00 for a late entry (within ten days prior to the event). Payment must be made to the BARC using the BARC on-line entry system.
- 3.1.3 Incorrect or incomplete entries (including Driver to be nominated entries or those without a payment) shall 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 Secretary of the Event receives the missing or corrected information. No entry will be capable of acceptance until the Championship Registration Fees in accordance with Championship Regulations 1.4.3, 1.4.6 and 1.4.7 (as applicable) together with the Championship Entry Fee in accordance with Championship Regulations 3.1.2 and 3.1.6 have been paid and received as cleared funds.
- 3.1.4 Pursuant to NCR Ch 3 App 5, any withdrawal of entry or Driver/car changes made after acceptance of any entry must be notified to the Championship Coordinator and the Secretary of the Event in writing. If Driver/vehicle changes are made after the publication of Entry Lists with Final Instructions, the Competitor concerned will be accepted subject to any applicable fees payable and being paid and pursuant to section 1.4 of these Regulations.
- 3.1.5 In the event of any rounds being oversubscribed the Organising Club may, in liaison with the Coordinator/Championship Administrator, at their discretion run Qualification races.
- 3.1.6 Where applicable Reserves are to be nominated on the Final List of Entries published with the Final Instructions or Amendment Sheet Bulletins. Reserves will practice and replace non-qualified (including Drivers practising out-of-session or qualifying by virtue of having raced at the circuit within the previous 12 months), 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 Area" they will be placed at the rear of the grid and be started without any time delay in order of receipt of entry in the case of more than one reserve. For all other instances, they will be held in the pit lane and be released to start the race after the last car to take the start has passed the start-line or pit lane exit whichever is the later. Such approval to start must be obtained from the Clerk of Course.
- 3.1.7 Acceptance of Entries: Up to Closing Day, The Organisers may accept up to the maximum number of starters permitted on the Track Licence for the circuit ("the maximum"). If entries received by the Closing Day exceed the maximum, selection will be made in order of receipt. Those in excess of the maximum and up to 20% more will be treated as 'reserves'. If the maximum has not been reached by the Closing Day, entries received after that date will be accepted strictly in order of receipt until the maximum is reached.
- 3.1.8 The organiser will select entries at their discretion. Past non-compliance with technical regulations will be deemed reasonable grounds for any refusal.

#### 3.2 BRIEFINGS:

Organisers must notify Competitors of the times and locations for all briefings in the Final Instructions or Official Race Day Bulletins for the events. Competitors must attend all briefings. Non-attendance will result in a fine of up to £180 payable by the Parent/Guardian/Guarantor signed on at the relevant Event. For the avoidance of doubt such fines are passed to Motorsport UK. Any written briefing is an official document and should be treated as if it were delivered in person.

#### 3.3 PRACTICE / QUALIFICATION:

Should any practice or qualifying session be disrupted the Clerk of the Course shall not be obliged to resume the session or re-run sessions to achieve the Championship criteria and the decision of the Clerk of the Course shall be final. The order in which cars line up within the assembly area prior to Qualification will be determined by the Organisers. This will be notified during the Briefing. This may be a random selection or on a rotation basis as determined at the sole discretion of the Organisers. Should a competitor wish to start the session after all other cars they can make this request directly to the clerk of the course or one of the organisers who will in due course pass this on to the clerk of the course.

### 3.4 QUALIFICATION CRITERIA:

Each Driver should complete a minimum of 3 laps practice in the car to be raced and in the correct session to qualify for selection and order of precedence. Drivers practising out-of-session or qualifying by virtue of having raced at the circuit within the previous 24 months as per NCR Ch 12 App 6 Art 3.1 will be placed at the back of the grid. The Clerk of the Course and/or Stewards of the Event shall have the right to disqualify any Driver whose practice times or driving are considered to be unsatisfactory. .

#### 3.4.1 Starting Grids:

The grid for each event will be set as detailed below:

Race 1: Fastest lap set in the qualifying session.

Race 2: Second fastest lap set in the qualifying session.

Race 3: Third fastest lap set in the qualifying session.

### 3.5 RACES:

The standard minimum scheduled race distance shall be 15 minutes but should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the Event or by inadvertent display of the race finishing flag signals it shall still count as a full points-scoring round.

There may be occasions when, due to circumstances on the day, a scheduled race is not run, a race event is abandoned or the circuit curfew is reached. The BARC will use its best endeavours to find space in another race event in the same season in order to run a replacement Championship round; preference will be given to a race event where the affected formula is already scheduled to race. No change of vehicle will be permitted.

If a race is 'red flagged' twice the Clerk of Course may decide to rerun the race on the same day subject to circuit curfew but is not obliged to do so. If the decision is taken that it should not be rerun on the day or it cannot because of circuit curfew, it will be considered an abandoned race and the number of Championship scoring rounds will be adjusted accordingly.

The cancellation abandonment re-scheduling or curtailment due to curfew of any scheduled Championship race(s) shall not howsoever entitle any Competitor to any refund of either Championship or race entry fee(s).

### 3.6 STARTS:

Unless modified by any published BARC Supplementary Regulations, the following Regulations shall apply:

3.6.1 The grid formation will be 1 x 1.

3.6.2 There will be a minimum elapsed period of 3 minutes from cars being released from the Assembly Area to the start of the race or, if applicable, the green flag lap.

3.6.3 Start Procedure: In normal circumstances there will be a green signal lap. A 'two minute' board will be shown on the start line; engines should be started at this stage and the grid cleared of any pit crew. A 'one minute' board will be shown, followed by a '30 second' board; green signal lap(s) commence; on return to grid position, a '5 second' board will be displayed; approximately 5 seconds after this board is withdrawn the red lights will be switched on; after between 2 seconds and 7 seconds they will be switched off to start the race. In the event of the failure of these lights a National Flag will be used to start the race.

In circumstances where a green signal is used, it will be waved from the start line to commence the green signal lap. The pole position Driver should set a reasonable pace during this lap and slow down on approaching the start line to allow the grid to close behind them. Drivers should resume their correct grid positions with the minimum of delay. Any Drivers unable to start the green signal lap or start the race are required to indicate their situation as soon as they identify that they may not be able to start either element of the start procedure.. Drivers may make up any lost grid position during this green signal lap, BUT any Drivers unable to maintain grid position to the extent that ALL other cars are ahead of them, may complete the green signal lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.

A '5 second' board will be displayed when the grid is stationary. Approximately 5 seconds after this board is withdrawn the red lights will be switched on; after between 2 seconds and 7 seconds they will be switched off to start the race. In the event of the failure of these lights a National Flag will be used to start the race.

3.6.4 Any car removed from the grid or driven into the pits after leaving the Assembly Area 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 startline or pit exit lane whichever is the later.

3.6.5 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.

### **3.7 SESSION RED SIGNAL:**

3.7.1 Should the need arise to stop any race or practice; red lights will be switched on at the Startline and red signals will be displayed at the Startline and at all Marshals Signalling Points around the Circuit. This may be supplemented by the showing of red flags around the circuit. Marshals should also revert to displaying the yellow flags to indicate to drivers the particular location of any incident hence supplementing the light panels.

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.

3.7.2 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 which are in the pit-lane or who enter the pit-lane may only re-start from the pit-lane (not the grid) after all other cars have re- started. Non-runners at the time of the stoppage (which have been recovered) can re-start from the pit-lane behind those referred to above.

3.7.3 Case A: Less than two laps completed by Race leader. The Race will be declared a “No Contest”. The race will restart with the available competitors from their original grid positions. Competitors unable to take the restart may be replaced by reserves who will start from the back of the grid in reserve order. Gaps on the grid should not be closed and should remain vacant. The length of the restarted race will be determined by the Clerk of the Course.

3.7.4 Case B: More than 2 laps completed by Race leader but less than 75%. The race will restart from a grid set out by the finishing order at the finish line of part one at one lap less than the than the number of laps completed by the leader at the time of the first showing of the red signal The result of the race will be the finishing order at the end of part two. The length of the restarted race will be determined by the Clerk of the Course.

3.7.5 If the leader has completed more than 75% of the race distance or duration, it shall not be restarted and the results will be declared, unless the Clerk of the Course in consultation with the Stewards deem it appropriate to restart the race.

3.7.6. Should the requirement to stop a session which is under safety car conditions occur, the clerk of the course will show the red signals and declare this as a race stoppage. The method used to resume the race in this specific circumstance may be as follows in accordance with NCR Ch 12 App 8 Art 2.16:

- a) The race will restart behind the safety car
- b) The starting order for the positions of the cars shall be set by the order at which they crossed the finish line at one lap less than the leader at the time that the red flag is show. Any car that enters the pit lane after the session is stopped (by way of showing the red flag) will then be required to start from the pitlane
- c) The safety car will lead the cars around the circuit in accordance with the principles set out in NCR Ch 12 App 8 Art 2 and the session will resume at the end of the first lap as indicated within the principles of NCR Ch 12 App 8 Art 2.10 to NCR Ch 12 Art 8 Art 2.12.
- d) The duration of this resumption will be at the discretion of the clerk of the course and the race time will commence when the safety car period continues (the start of the restarted session).

3.7.7. Should it be necessary to roll back laps and declare the result, any track limit breaches incurred on the discounted laps will not be counted and any penalty associated with them will be reduced if applicable. Any breach of the regulations occurring on the discounted laps will not be invalidated and will be reviewed by the clerk of the course.

### **3.8 RE-SCRUINITY:**

- 3.8.1. 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.

### **3.9 PITS, PADDOCK & PITLANE SAFETY:**

- 3.9.1 Pits & Paddock: Competitors must ensure that the Motorsport UK, Circuit Management and Organising Club Safety Regulations are always complied with. 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.
- 3.9.2 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
- 3.9.3 Refuelling: May only be carried out in accordance with the Motorsport UK National Competition Rules, the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Event.
- 3.9.4 Speed Limit Pit Lane Speed Limit will be 60 k.p.h.

### **3.10 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/Paddock 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 Championship Eligibility Scrutineer or his deputy. On exiting the car, the steering wheel must be refitted onto the steering column
- g) Attend any podium presentation that may be required.

### **3.11 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 after the last race of the season.

### **3.12 TIMING MODULES:**

It is the Competitors responsibility to ensure that a working transponder is fitted to the vehicle. 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.

### **3.13 QUALIFICATION RACES:**

There is no provision for qualification races within this Championship except where the grid is oversubscribed at the date for the closing of entries.

### **3.14 ADDITIONAL SPORTING REGULATIONS ISSUED FOR THE CHAMPIONSHIP**

- 3.14.1 All Competitors (for this clause meaning Entrants, Parents and Drivers) undertake with the Organisers to respect and always uphold the Regulations of the Championship including the Championship Commercial Undertakings which are a material term of the Championship. It is acknowledged and agreed by Competitors that all and any amendments to Championship Regulations including any Supplementary and or Final Instructions to Competitors may be published only electronically on any of the Organisers' / Championship website(s) and that it is the responsibility of Competitors to ensure awareness of and conformity with all Championship Regulations. Any Driver

competing in the Championship may be called before a meeting of the Championship Stewards who, at their discretion, may take further action that could include disqualification from part or all of the Championship.

- 3.14.2 The Organisers may use any evidence available to them to request that the Championship Stewards investigate any Drivers who are deemed to show poor driving standards or bring the Championship into disrepute in any such manner through on and / or off track incidents. This may include but is not limited to any complaints made officially by registered Competitors.
- 3.14.3 The Organisers acting through any Official of the Event are empowered to demand from any Competitor (Entrant and/or Driver) the surrender and delivery up to the Organisers of any moving image evidence and its related recording device for the purposes of establishing conformity with driving standards. Failure to so deliver up and/or surrender the said moving image evidence and/or device(s) shall entitle the Organisers acting through the Judicial officials of the Event and/or Championship Stewards to disqualify the relevant Competitor from the relevant Event and/or Championship results. For the avoidance of doubt all cameras and recording equipment fitted to cars are deemed to be under the control of the Organisers with effect from signing on at each Championship race event.
- 3.14.4 One or more of the following may be imposed by the Championship Stewards as appropriate:
- Reprimand.
  - Fine. This may be also applied in the case of a Driver receiving three reprimands from the Championship Stewards in one season.
  - Disqualification from all or part of the Championship.
  - Disqualification.
- 3.14.5 The consumption of alcohol or drugs by Competitors is strictly prohibited during an event and will result in disqualification and/or disqualification from the Championship. For the avoidance of doubt the event will be deemed to start when the Competitor signs on and finishes after the conclusion of judicial action after the final race of the weekend.
- 3.14.6 Competitors must at all times respect the property belonging to the Organisers and Commercial rights holders. Failure to do so may incur fines and/or further penalties.
- 3.14.7 Teams running and preparing cars for Competitors must provide proof of public liability insurance in accordance with 1.3.3 to the Junior Saloon Car Championship Ltd.

### **3.15 MOTORSPORT UK RESPECT CODE:**

By registering for the Championship all Competitors, and their associates, commit to the Motorsport UK Race with Respect campaign and agree to positively promote and demonstrate the Respect Code, which is appended to these Regulations. Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to the Motorsport UK.

The Respect Code means that certain standards of behaviour are expected from everyone involved, for example:

- Everyone should recognise that there are different groups within the racing family who should all be treated appropriately.
- Everyone should create a welcoming, friendly, and safe environment and at all times be treated politely, fairly and with respect.
- Young Drivers should be encouraged to have fun and enjoy racing without having pressure put upon them to win and to recognise the benefits of junior racing such as skill acquisition.
- Respect should be shown to all Competitors and their families, applauding their success, and respecting the decisions made by officials.
- Drivers will race for enjoyment, trying their best at all times while racing fairly, being polite and treating everyone with respect, not showing off when they win and not getting upset if they don't win.
- Teams accept that racing is primarily about enjoyment not putting pressure on young racers and encouraging them all to respect the rules and the authority of officials.

- g) No-one will encourage a racer to break or bend the rules or drive in a manner that could cause injury to themselves or others.
- h) Everyone must avoid public criticism of an Event, organiser, officials, or their decisions, including through social media, as this could be seen as detrimental to those involved at all levels and to the sport as a whole.

Full details of the “race with respect” campaign are provided as Section 7 of these Regulations.

### **3.16 OPERATION OF SAFETY CAR:**

The Safety Car will be brought into operation and run in accordance with NCR Ch 12 App 8 Art 2. Every effort will be made to ensure the safety car is put onto track in front of the lead car, however safety will take precedence. Competitors are reminded to obey all signals given by on track marshals and the safety car observer when on circuit.

### **3.17 ONBOARD CAMERAS:**

Cameras must 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.

The mandatory judicial cameras must be purchased from the Championship Organiser, no other suppliers will be permitted. The SD cards will be supplied by the Championship. SD cards will be collected by the Championship Administrator (or appointed deputy) in Parc Fermé at the end of each session. Competitors or teams must not touch the SD card at any time.

The first camera fitted must be positioned in such a way to show a forward-facing image where you are able to see the bonnet of the car and the Drivers’ steering wheel. A second camera must be positioned in such a way as to show the view out of the rear of the car. If the views are not as required by the Clerk of the Course they may order that the camera be repositioned. Additional cameras may be fitted to give other views in and around the car. Each camera must be recording for the duration of each on-track session. Failure to have any camera functioning correctly and giving a clear image may be subject to penalties as seen fit by the Clerk of the Course.

The camera is to be always operational when taking part in an on-track session under Motorsport UK Permit, and able to produce effective and useable footage by the clerk of the course for judicial actions. Any camera that has failed to operate or record or has produced footage unable to be used by the official of the event, will be deemed to have failed. Any failed camera identified during a race season will incur a fine of £50 for the first instance, £75 for the second instance and £100 for every instance after that.

## 4. PENALTIES

All penalties will be in accordance with Motorsport UK NCR Chapter 2 and these Regulations.

### 4.1 Infringements of Technical Regulations:

#### 4.1.1 Arising from post practice Scrutineering or Judicial Action:

Minimum penalty as per NCR Ch 2 App 8 Art 1.10.

This decision will be made by the clerk of the course following appropriate judicial action.

#### 4.1.2 Arising from post-race Scrutineering or Judicial Action:

Minimum Penalty: The provisions of Motorsport UK NCR Ch 2 App 8 Art 1.10

For infringements deemed to be of a more serious nature the Clerk of the Course may invoke the provisions of NCR Ch 2 App 8 Art 2.2

### 4.2 All infringements of non-technical Motorsport UK Regulations and the Sporting Regulations will be dealt with in accordance with these Championship Regulations and the National Competition Rules of the Motorsport UK.

#### 4.2.1 If a Driver is disqualified from a race then the fact of disqualification from that race will still count as a Championship score of zero and the Clerk of the Course has the discretion to refer the matter to the Stewards of the Event or Championship Stewards for consideration by them of imposition of further or additional penalties. Furthermore, the Championship Stewards hereby have the additional authority to disqualify from further participation a Competitor in the Championship. Penalties imposed by the Championship Stewards carry the rights of appeal.

#### 4.2.2 In order to maintain standards of conduct, the Championship Organisers will monitor all Officials/Observers reports of adverse behaviour at race events. If any individual is included on two such reports during one racing season the Championship Organisers will request the Clerk of Course at future race events to consider specific observation of that Driver's conduct.

#### 4.2.3 If I am the Parent/Guardian/Guarantor of the Driver, I understand that I shall have the right to be present during any procedure being carried out under the Regulations issued for this Event and the National Competition Rules of Motorsport UK. As the Parent/Guardian/Guarantor I confirm that I have acquainted myself with the Motorsport UK National Competition Rules, agree to pay any appropriate charges and fees pursuant to those Regulations (to include any appendices thereto) and hereby agree to be bound by those Regulations and submit myself without reserve to the consequences resulting from those Regulations (and any subsequent alteration thereof). Further, I agree to pay as liquidated damages any fines imposed upon me to the maxima set out.

#### 4.2.4 Any Competitor who is penalised under the Championship Sporting or Motorsport UK National Competition Rules at any stage of a Championship Event and receives an allocation of penalty points on their race licence in accordance with Motorsport UK National Competition Rules, will - subject to any outstanding Appeal to the Stewards of the Event and / or MSC (ASN) National Court- receive a grid slot penalty equal to the allocation of penalty points. This penalty will be applied at the next eligible event that the competitor competes in and will be a cumulative penalty calculated from the number of points received at the preceding event. As an example, in event one, a competitor receives a formal reprimand (two points) and a time penalty (three points), they will liable for a five place grid penalty to be applied at the first race in event two or the following event that they compete in.

The grid slot penalty will mean that a competitor will be moved back grid slot places from their grid position equal to the cumulative number of positions at the preceding event. (e.g. if a competitor received a total of three points and as such a three place grid slot penalty had a qualifying time that was good enough for pole position then the Competitor will start fourth on the grid). Where multiple competitors are subject to grid slot penalties, and where this results in a tie for grid slot position, championship points will be used to clarify the starting order for the race for the competitors concerned.

If the decision to allocate penalty points is delayed such that further events of the Championship have taken place since the offence and prior to the application of the grid slot penalty, the grid slot penalty will be implemented at the next event in which they compete after the allocation of the penalty points. If for any reason the imposition of this grid penalty is impractical (such as the Competitor's qualifying time, starting from the pit lane etc.) or the offence occurs at the final event of the season, a time penalty of 5 seconds will be added to the elapsed race time of the Competitor. In the case of any outstanding Appeal being determined against the Competitor but after the final Championship race Event then the Competitor shall have 5 seconds added to the elapsed race time of that

Competitor in the final Championship race in which the Competitor took part and which Event must count as a scoring Championship race.

- 4.2.5 Additional specific Championship penalties as per 3.15 of these Regulations.
- 4.2.6. The attention of Competitors is specifically drawn to Motorsport UK NCR Ch 12 App 7, and final instructions or written briefing notes relating to driving standards, track limits and penalties available for any breaches.
- 4.2.7. Where the facility exists, the method of informing the driver of a warning and / or penalty, will be by use of a digital display board located on the start finish line, under the sole control of the clerk of the course located in Race Control. Once the vehicle has passed the start finish line after the warning / penalty has been displayed, it will be assumed that the driver has seen it. Should the circuit not have a digital display board, the marshals will attempt to display all warnings and or penalties to the drivers. Should the digital system fail at any point, reversion to marshal's displaying the information will take place

## 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 it, you must work on the principle that you cannot. The fact that some modifications are mentioned as prohibited does not imply that others are allowed. The Regulations must be read as a whole.
- 5.1.2 **STANDARD:** The word 'standard' used within these technical Regulations as a description of components is to be interpreted as per 'Standard Part' defined in NCR Ch 1 App 1, for the UK specification Citroën Saxo VTR for body shells up to and including 2003 including roller rocker engine model. Checking will be by comparison to spare parts supplied by the manufacturer's official agent or by any other means necessary to ensure compliance.
- 5.1.3 **STANDARD PATTERN:** The words 'standard pattern' used within these technical Regulations as a description of components is to be interpreted as 'Standard Pattern Part' defined NCR Ch 1 App 1, for the UK specification Citroën Saxo VTR for body shells up to and including 2003 including roller rocker model and is constructed using the same materials and manufacturing processes.
- 5.1.4 **SEALING OF COMPONENTS:** The Organisers reserve the right to have any component of the vehicle sealed and to substitute replacement 'control' parts to permit those removed to be checked for eligibility. Before competing in any Championship Event, the engine and gearbox must be checked and sealed.
- The details of sealing requirements and the consequences of failure to maintain sealed conditions are in sections 5.7 and 5.9 and 5.18 of these Championship technical Regulations.
- 5.1.5 **ELIGIBILITY CHECKING:** The Organisers are empowered within the Motorsport UK NCRs to undertake checks relating to eligibility as they see fit. This will include checks made during or after each Event and will include their ability to impound any vehicle or vehicles after an Event and then transport that vehicle to a particular site where various checks will be carried out.

### 5.2 GENERAL DESCRIPTION:

The Championship is for Competitors participating in right-hand drive UK specification Citroën Saxo VTR for body shells up to and including 2003 including Mark 2 engine roller-rocker model with bodywork modifications as per 5.6. Except as provided by these Regulations for all Technical & Eligibility purposes the Citroën Saxo VTR will conform to the following Vin Code: VF7S6NFZF56270977. There are no restrictions on the trailering of cars to/from the circuit. All vehicles must be of sound construction and mechanical condition and be well maintained. There is no requirement for an MOT Certificate, Road Tax or Insurance.

Vehicles must be in compliance with the applicable Motorsport UK Junior Race Vehicle Identity Form (JRVI) and be issued with a Motorsport UK Vehicle Passport, with which it must also comply.

### 5.3 SAFETY REQUIREMENTS:

Motorsport UK NCRs Ch 7 and 9 will apply.

- 5.3.1 **Maximum Driver escape time:** Drivers must be able to vacate the car within 10 seconds. Other Safety Requirements are specifically covered below.
- 5.3.2 **Roll over protection:** All cars must be fitted with the roll over protection system (roll cage) designed for the Championship by Custom Cages of Daventry. This roll cage complies with FIA Appendix J. Article 253.8.2 & 253.8.3 and the door bars comply with FIA Appendix J. Article 253-8.2.1.4. The ROPS system complies with drawing numbers: 253-3, 253-4, 253-8, 253-9A, 253-11, 253-13, 253-14 and 253-17-A.
- 5.3.3 The roll cage must be fitted by either Custom Cages of Daventry or an alternative manufacturer authorised installer who has been approved in advance by the Championship Coordinator. The installer will issue a certificate of compliance after completion.
- 5.3.4 Where the occupants' bodies could come into contact with the safety cage, FIA-approved non-flammable padding must be provided for protection.
- 5.3.5 Where the Driver's crash helmet could come into contact with the safety cage, the padding must comply with FIA standard 8857-2001, type A (strongly recommended), or with FIA standard 8857-2001 type B or SFI specification 45.1. (minima) (see technical list n°23 "Roll Cage Padding Homologated by the FIA").

- 5.3.6 **Harness:** A 6 point safety harness in accordance with FIA 8853-2016 or with FIA Appendix J Article 253-6 and FIA approved for use with an 'FHR' System is mandatory. (The 'FHR' system must also be used – see (g) Safety Helmets, below). The safety harness mounting points must be those installed by Custom Cages of Daventry, to FIA approved standards; these will be fitted at the same time as the roll cage. No other safety harness mounting points may be used.
- 5.3.7 **Driver's seat:** The only permitted seat is one which is currently Homologated in accordance with either standard FIA 8855-1999, FIA 8862-2009 or FIA 8855-2021. The seat must be fully FHR compatible and must only be mounted to the plates supplied and fitted by Custom Cages of Daventry or an alternative manufacturer/installer who has been approved by the JSCC and which comply with FIA Appendix J Article 16 Homologation and will be fitted at the same time as the roll cage.
- 5.3.8 **Fire Extinguisher:** The only acceptable extinguisher is one which is currently homologated by the FIA. Its operation may be either mechanical or electronic. This must be mounted in compliance with the manufacturer's instructions. The 'over-centre' locking clips on the extinguisher mounting should be secured with lockwire or similar. FIA homologated fire extinguisher systems can continue to be used beyond the 'homologation end date' for as long as the competitor maintains the manufacturer's service schedule.
- 5.3.9 **Safety Fuel Tank:** The use of a manufactured safety tank, complying with FIA, is mandatory.

The parts may be purchased direct from Alex Champkin - Vision Motorsport Engineering LTD 07728 769488 info@vmep-ltd.co.uk

<u>Part No.</u>	<u>Description</u>
SA-AA-030	20L ATL SAVER CELL
CL-AA-077	Internal corner collector
EL-AA-001	2 pin clubman electrical bulkhead connector
FL-AF-003	Spill tray
TF-AA-204 - 6	bulkhead adapter

(It is highly recommended that the optional fuel cell inner baffle be fitted to avoid surge and that a high flow fuel filter be fitted to avoid frequent injector problems.)

Or alternatively the Fuel Safe tank through Mike Luck 01527 521050

<u>Part No.</u>	<u>Description</u>
RS105	Complete fuel cell – 5 gallon with standard fill plate SF4x6C, 6 connectors and bulkhead fitting ST100-HP. Collector/surge tank with high pressure fuel pump and wiring loom (optional)

- 5.3.10 **Overalls:** Drivers must wear overalls as well as gloves, long underwear, a balaclava, socks, and shoes/boots homologated to the FIA 8856-2000 or FIA 8856-2018 standard.
- 5.3.11 **Safety Helmets:** These must be to the standards specified in the current Motorsport UK NCRs, a (i.e. be acceptable for International and Motorsport UK Events) and must incorporate an FIA approved HANS device fitted in accordance with FIA Regulations. It is highly recommended that the helmet visor be fully closed whilst on circuit.

[5.3.12 It is mandatory for all cars to be fitted with an FIA Impact Data Recorder \(IDR\) supplied direct from Motorsport UK. The IDR must be fitted in accordance with the manufacturers instructions and is required to be fitted before any given vehicles next event.](#)

## 5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

All cars must comply with the requirements of NCR Chapters 7 and 12. Water hoses, oil hoses and their associated clips are free. Fasteners (e.g. nuts, bolts) are free. A table of technical specifications (5.18.5) has been prepared & cars must comply with those specifications. The standard screw-in front towing eye must be replaced with a towing eye in accordance with Regulation 5.18.1.

## 5.5 CHASSIS:

No chassis stiffening is permitted except that as derived from the roll cage as supplied and fitted as per 5.3.2. No modifications or additions may be made to the roll cage. Seam-welding of the shell is prohibited; fitting of a rear strut brace is prohibited. The JSCC specified upper and lower strut braces must be fitted and can be purchased directly from the Championship co-ordinator.

The chassis can be fitted with the Championship specification “Front Clip” as shown in the diagram below. This front clip has been designed with repair ability in mind. Developed by JSCC and Custom Cages, the clip will allow speedy and cost-effective repair of the cars replacing the need to straighten and jig front chassis leg damage. The clip has a crush section so it can be repaired back at custom cages and the design allows all existing parts to be bolted on in the original places. The Clip cannot be modified in any way from its standard specification.



## 5.6 BODYWORK

The front wings, headlights bonnet and grille (see 5.6.7 of these CRs for permitted changes to this) must be replaced with those from the ‘face-lift’ model; the rear hatch and championship spoiler must be fitted.

- 5.6.1 **General:** Mandatory fitment of a laminated front windscreen, heated front screens are permitted. The rear passenger windows and rear windscreen, as well as the rear-view mirrors, must be covered with a transparent and colourless (tinted is not permitted) safety film with a maximum thickness of 100 microns. Nonstandard tinted windows are not allowed. It is permitted to replace the Driver’s side door glass with plastic in conformity with NCR Ch 7 App 2 Art 22.8 and incorporating a slider panel as window aperture. The standard latching and locking mechanisms together with all associated components for the bonnet and the rear hatch must be removed; both the bonnet and the rear hatch must be secured by a minimum of two surface mounted (not recessed) securing pins. All side trim front wing, door and rear quarters must be bonded in place not screwed, riveted or nut and bolted. 5.6.2

**Interior:** Passenger seat, rear seats, floor coverings, roof lining, detachable boot covers, radio/stereo units, speakers and associated wiring, spare wheel and tools must be removed. Sun visors may be removed. Additional instruments are permitted, but all standard instruments and switches must be retained in their original positions. The heater, heater motor and associated ducting must be retained and be fully operational. The central locking mechanisms including locking motors and associated wiring must be removed along with the check straps; the standard door latching mechanism must be retained, but manual interior door lock mechanisms must be disabled. The standard steering column lock and ignition key must be removed and be replaced with an ignition on/off switch and a starter button within reach of the Driver when seated and belted in.

- 5.6.3 **Steering wheel** must be changed for one with a ‘quick-release’ mechanism; it is recommended that the steering wheel should be a minimum diameter of 33cm. (The quick release mechanism must consist of a flange concentric to the steering wheel axis, coloured through anodisation or any other durable coating, and installed on the steering column behind the steering wheel. The release must be operated by pulling the flange along the steering wheel axis.)
- 5.6.4 **Glass sunroofs** must be replaced; it is recommended that this be replaced with a steel panel. As an alternative, the entire roof panel may be replaced with a solid (non sunroof) panel from a Citroën Saxo or the Championship supplied Carbon/Kevlar roof panel available from the Championship Organisers directly.

- 5.6.5 **Driver's door** windows may be replaced by Perspex or Plastic with slide aperture, size of aperture should be 180mm x 180mm. Electric window winding mechanisms must be replaced by the manufacturer's manual window winding mechanisms; all windows must remain operable. The Driver's door must be filled with fire-resistant energy-absorbing foam IMPAX 300 but only to a level which still permits approximately 50% vertical movement of the Driver's window. In addition, a carbon side impact protection panel supplied by MCT of Daventry or Vinna Sport and showing the JSCC logo must be fitted to the Driver's door in accordance with the JRVIF. Front door panels and rear passenger side panels must be replaced with aluminium sheeting - this must be executed to a high standard with no sharp edges and with smooth surface.
- 5.6.6 **Driver's window net:** A protective net is compulsory. It must meet the following specifications: The net must be made up of woven strips at least 19 mm (3/4") wide. The meshes must be a minimum of 25 x 25 mm and a maximum of 60 x 60 mm. The woven strips must be non-flammable and sewn together at each point of crossing. The net must not be of a temporary nature. The net must be attached either to the roll cage or to a fixed part of the bodywork above the Driver's window, by means of a rapid release system that will function even if the car turns over. Coloured markings ("dayglow" orange).
- 5.6.7 **Exterior:** The standard exterior mirror 'pods' must be retained and used but the choice of mirror within them is free, although it is advised to fit a convex type mirror glass to improve the Driver's rear view. Fog lights may be removed and the holes used for brake ducting (the holes may not be covered over). An additional mirror may be fitted to the passenger door. A plastic passenger window is permitted. Plastic front wheel arch inner liners must be removed. Radio aerials must be removed. The existing heat shields between the exhaust and the bodyshell may be removed; it is recommended that heat reflective material is placed between the fuel cell and the exhaust. No other alterations to standard are permitted. Cars must be fitted with a mandatory roof ducting supplied by Junior Saloon Car Championship. Headlights may be replaced with plastic covers. Vehicles are required to have the JSCC Championship standard rear spoiler fitted (See image below). This can only be purchased directly from the Championship Organisers.



The front grille is permitted to be changed for a grille omitting the Citroen logo. This is an optional element for the 2026 season, however will be mandated for the 2027 season. Any aftermarket grille can be fitted providing it provides adequate protection for the radiator and component parts behind it and it does not contain the Citroen logo. This has been permitted to increase cooling whilst improving the exterior profile of the car giving it a more modern look. An example of a permitted grille can be found below (but the grille choice is not limited to this design providing it meets the requirements above).



5.6.8 **Interior:** A rear view mirror must be fitted to the left of the Driver. A large convex rear-view mirror is mandatory with a minimum size of Size 275mm by 65mm to improve the Driver's rear view.

5.6.9 **Silhouette:** No alterations to standard.

5.6.10 **Ground Clearance:** It is permitted to alter the ride height. Under no circumstance can any part of the bodywork or of the suspended part of the car be below a horizontal plane passing 75mm above the ground, the car being in normal racing trim with the Driver aboard. A gauge of 75mm may be used by Scrutineers before or after races or practice to check the ground clearance. The lower strut brace, mandatory on all cars from 2020 onwards is not included in the area defined as below a horizontal plane passing 75mm above the ground (see Regulation 5.8.1).

Competitors may also be required to drive through a 'goal post' style device to ensure that ground clearance Regulations are complied with.

5.6.11 **Modifications Prohibited:**

**General:** The exterior of the car must be standard. Any replacement body panels must be of original shape, material, and thickness, or those supplied by Junior Saloon Car Championship Ltd, complete with their own barcodes and Part Numbers.

No modifications (other than those specifically permitted in 5.6.1, above) may be made to or material removed from the bodywork or any of its panels including internal stiffeners other than as repairs; exterior trim must be generally standard. With the exception of the Driver's name being displayed on the rear side and rear windows in letters not exceeding 10cms high, no other decals or graphics other than those issued for the Championship may be on any of the windows/windcreens. The rubber seal, located on the underside of the bonnet approximately 150mm from the rear edge must be fitted. (Its purpose is to provide a seal to the heater air intake and therefore seal against the passage of flame into the interior of the car in the event of a fire.)

5.6.12 **Interior:** Any in contravention of 5.6.2.

5.6.13 **Exterior:** It is not permitted to increase the width of the wheel arch by the addition of material to, or the deformation of, the outside or inside of the wheel arch. Additional holes for any purpose including cooling, break ducting, air intake etc. may not be made in the bodywork. Bonnet / engine cover must remain in the normal position and, when closed, must not have any non-standard gaps at any of their edges. Both standard front windscreen wipers must be retained in their standard position and be fully working. The wiper motor cover should be fitted. The standard washer bottle should be removed to prevent contact with the tyre. Tailgate support struts & fittings must be retained. Fitment of tape, sealant, or addition of any material of any type to close body gaps (e.g. bonnet to wing) is prohibited. Bonnet securing pins are to be surface mounted, not recessed.

5.6.14 **Silhouette:** Any in contravention of 5.6.9.

5.6.15 **Ground Clearance:** Any in contravention of 5.6.10.

## 5.7 ENGINE (ALSO REFER TO 5.1, 5.9 & 5.18)

All engines must be built or re-built and sealed by the Junior Saloon Car Championship Ltd or their approved agent in order to be eligible to compete. Please contact the Championship Administrator for details.

5.7.1 **Sealing Requirements:**

Before competing in any Championship Event, the Entrant is responsible for ensuring that the both the engine and gearbox are carrying identifying seals applied by the Junior Saloon Car Championship Ltd or a Motorsport UK Licenced Scrutineer further details are in section 6 of these Regulations and 5.1 above under 'Sealing of Components'. Gearboxes that are fitted with unbroken seals from the previous season do not require new seals but for the avoidance of doubt remain subject to all the sealing requirements of these Regulations.

The sealing requirement extends so that it is the responsibility of the Entrant to have any engine or gearbox re-sealed after a scrutineering examination of any nature under these Regulations before the vehicle competes again i.e. if the vehicle is examined after any qualifying or race and the seal(s) is/are broken for that purpose then the relevant component must be re-sealed before it will be permitted to compete and if it is so examined after the final race of an Event then it is the Entrant's responsibility to ensure that the relevant components have all been resealed after examination and before the vehicle is used again in any competitive element of the Championship (subject only in any case to any Judicial actions and direction of the Clerk of the Course or the Stewards of the Event). If the vehicle leaves any Event in an unsealed condition then it must be resealed before it is presented for pre-Event scrutiny at the next Event in which the vehicle competes.

Any problem at an Event or otherwise in obtaining re-sealing or sealing shall be reported by the Entrant direct to the Championship Clerk of the Course and the Championship Administrator.

If an Entrant requires a vehicle's components to be re-sealed otherwise than at an Event then the Entrant must pay the reasonable costs and expenses of the relevant scrutineer or Championship Administrator at the then current rates indemnified by Motorsport UK.

#### 5.7.2 **General Provisions:**

The only modifications permitted to engines are those listed in the paragraph "1. Modifications Permitted" below; if the following texts do not clearly specify that you can do it, you must work on the principle that you cannot. It is the Competitor's responsibility to ensure that no prohibited modifications have been carried out, even if they are using an engine not assembled by them.

Two types of engines are permitted:

TU5 JP (NFZ) 90 PS (66kW; 89hp) – Early Non Roller Rocker Engine

TU5 JP/L4 (NFT) 98 PS (72 kW; 97hp) -Later Roller Rocker Engine

Each engine must be built entirely of that mark i.e. one CANNOT mix and match parts with the exception of the engine block where NFZ or NFT can be used mix and match engine parts from one mark to another Mk1 and Mk2 engine blocks can be run with either "Spin On" oil filter housings or "Remote" oil filter housings. The "Mk" of the block is not specific to this. Standard parts will be supplied by Junior Saloon Car Championship Limited and kept by the Scrutineer for direct comparison. Engine choice must be made clear at registration.

#### 5.7.3 **Modifications Permitted:**

- a) Bore and stroke must remain as standard.
- b) It is permitted to replace valves, valve guides and valve seats with standard or standard pattern parts (refer to definitions in 5.1.2 & 5.1.3).
- c) The camshaft is a specific Championship profile, only available from the Championship Administrator, is the only camshaft permitted and must be purchased via the Championship Administrator.

#### 5.7.4 **Modifications Prohibited:**

- a) Any modifications other than those permitted in 5.7.
- b) The Championship profile camshaft must remain entirely unmodified; it is not permitted to regrind or reprofile the camshaft; camshaft timing must be optimised by the addition of a Vernier pulley.
- c) The standard cambelt cover/s must be retained.
- d) No material may be added to or removed from the cylinder head other than refacing (refer to the table in section 6 of these Regulations for minimum head thickness).
- e) Inlet and exhaust ports may not be modified in any way and must remain as cast.
- f) Valve seat dimensions must be as standard.
- g) Balancing of reciprocating components is not permitted.
- h) For the sake of clarity, pistons may not protrude above the block face and pistons must remain as standard in all respects.
- i) Baffles in the sump are not permitted

#### 5.7.5 **Location:**

Position, mounting method and mounts must be standard. It is permitted to use an uprated poly bush within the standard lower engine mount only.

#### 5.7.6 **Oil/Water Cooling:**

Either the Saxo VTS standard radiator OR the standard UK specification non-aircon water radiator must be in the standard position with no additional air ducting or holes in the outer or inner bodywork. Radiators from alternative suppliers may be used but must be identical in dimensions and form to the standard Citroen parts. An oil cooler is permitted if fitted as standard, but must be fitted in the standard position; if none is fitted as standard an oil cooler may be fitted within the overall periphery of the engine bay; no additional air ducts or holes are permitted. A two

litre oil catch tank must also be fitted. Mk1 and Mk2 engine blocks can be run with either “Spin On” oil filter housings or “Remote” oil filter housings. The “Mk” of the block is not specific to this.

#### 5.7.7 Induction Systems:

It is not permitted to add any covering, whether heat-reflective/heat-resistant or not, to the inside or outside of any part of the induction system.

The air filter must be that supplied by the Organiser. This is the only air filter that is authorised and must be fitted in the way intended by the Organiser.

Standard fuel injectors must be retained; any butterfly damper weight on the throttle body may not be removed. No modifications are permitted.

Exhaust systems must exit at the rear of the vehicle, and can have the tail pipe shortened by 50mm. Exhaust systems may not pass through the Driver/passenger compartment. The standard exhaust manifold must be retained and may not be modified. From the manifold backwards, the car must be fitted with the JSCC E01 exhaust system. This must be mounted to the standard mounting points and include the JSCC E02 catalytic converter mounted as intended by the Organiser. The JSCC E01 exhaust includes lambda sensors which must be connected and in working order.

No part of the manifold, piping or silencer may have any additional covering or lagging except in the area directly next to the plastic oil filter housing to prevent it distorting and / or melting.

#### 5.7.8 Ignition Systems:

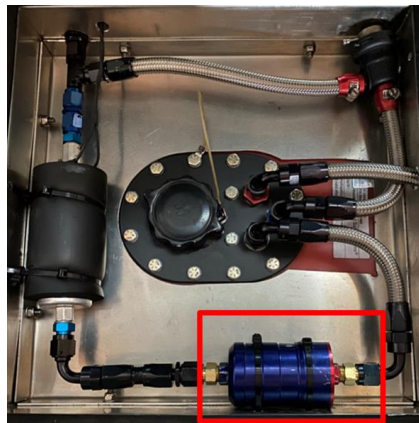
The Championship Administrator will supply mandatory control ECUs for each Event and which must be used for untimed and timed practices and race/s. It is imperative that the immobiliser is disabled to prevent lock-out of the ECU. The ECUs will be available for collection for the first untimed practice and must be returned at the end of the event without fail. It is the Competitor’s responsibility to collect and return the ECU. No modifications are permitted to the ECU as issued and the seals as fitted when issued may not be broken. Any ECU damaged between issue and return will be charged to the Competitor at replacement cost. The diagnostic connector in the passenger footwell must be accessible and operational. All engine management components as originally fitted are to remain in their original location and be fully operational.

The Championship Administrator has the right to remove any ECU from a car under the Scrutineers watch to have these tested away from the event.

Any ECU not returned will result in a fine of £250 payable by the Entrant to Junior Saloon Car Championship Ltd and may incur a deduction in Championship points.

#### 5.7.9 Fuel Delivery Systems:

It is permissible to replace only the fuel pump, fuel lines, and filter with non-standard items. Safety Fuel tank as per 5.3.9 is mandatory. It is recommended that the optional fuel cell inner baffle be fitted to avoid surge and that a high flow fuel filter be fitted to avoid injector problems. The fuel filter must be fitted within the Fuel Cell box in the boot space (see fuel filter in red box on image below for location). The fuel pump inertia cutout switch, located under the bonnet next to the top mounting for the nearside front suspension strut, should be disabled to prevent unwanted operation. The Purge canister and associated wiring, brackets and pipes may be removed. Fuel regulator must be standard.

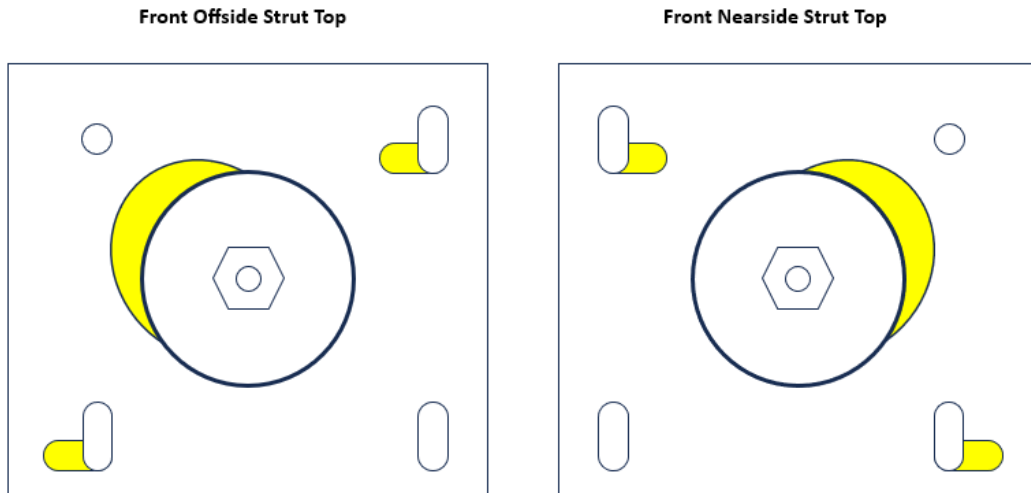


## 5.8 SUSPENSIONS:

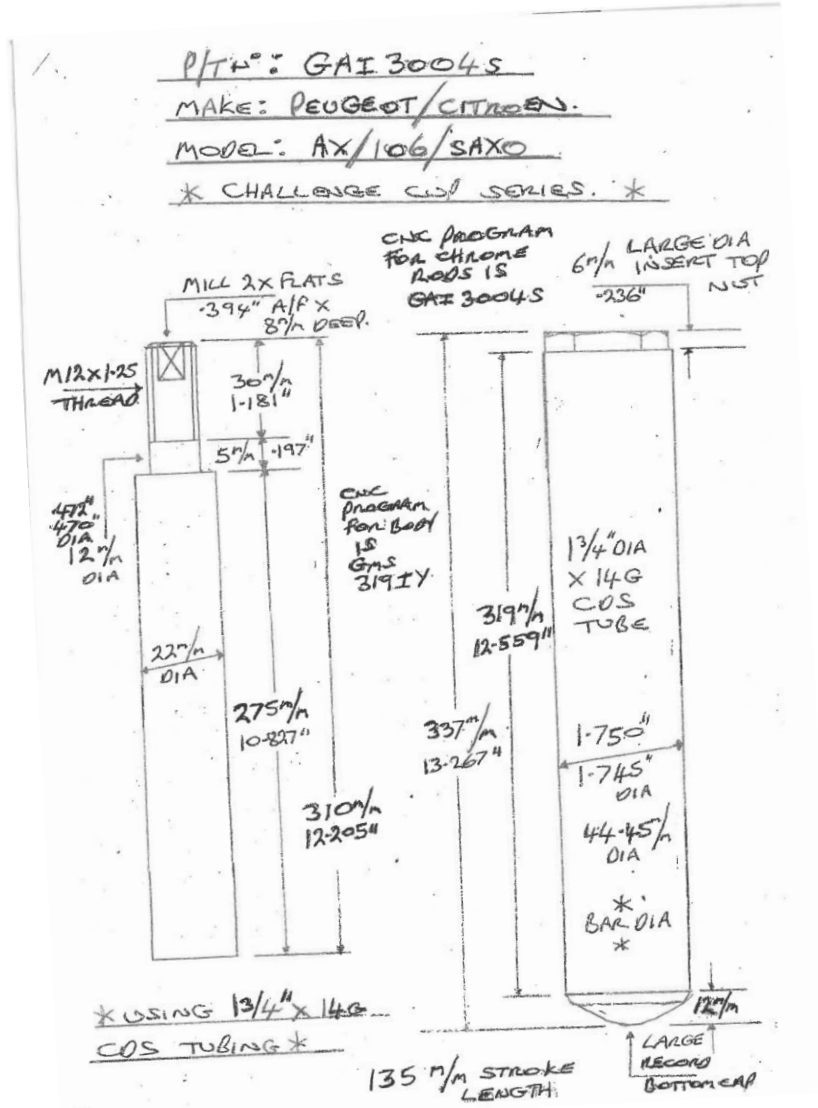
### 5.8.1 Permitted Modifications and specifications:

It is permitted to alter the ride height within the constraints of 5.6.10. The original suspension configuration must be retained. Castor angle must be within the standard parameters.

Front suspension must only utilise the standard Citroën Saxo VTR suspension strut with the Championship-specification GAZ damper insert and the JSCC specified upper and lower strut braces must be fitted; rear dampers may only be the Championship specification GAZ adjustable units. These units will be sealed and must be purchased direct from GAZ Shocks (01268 724585). Each front damper may be fitted with one (only) Citroen Saxo VTR bump-stop which may only be modified by the removal of material. Front spring rate is free provided the standard mean spring diameter is retained and the spring is made from one continuous length of wire. The standard rear torsion bars must be retained and may not be modified, but may be re-positioned in order to adjust the ride height. Standard anti-roll bars must be retained and be properly connected. It is permitted to replace the front anti-roll bar bushes with aftermarket polyurethane bushes. Standard chassis bump-stops must be fitted in the standard position. To allow competitors to optimise front camber settings, it is permitted to modify the front strut mounting holes on the shell as per the following diagram. The yellow areas are where you are permitted to remove material. You can also modify the top strut brace to suit.

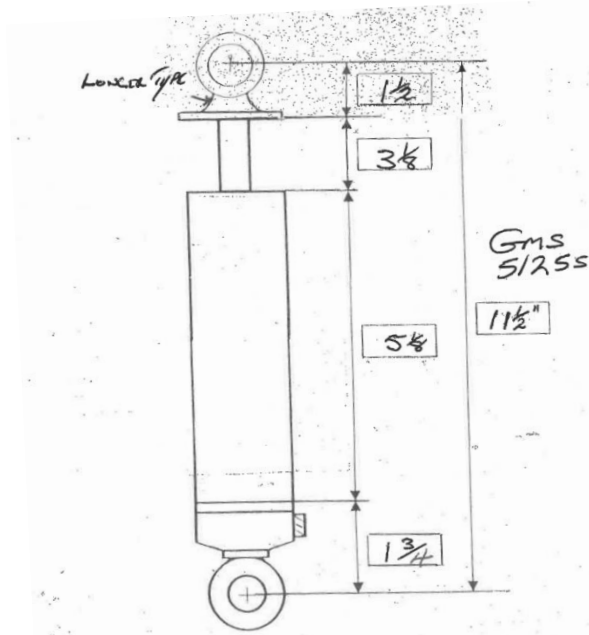


GAZ Shocks Technical Drawing 1



GAZ Shocks

Technical Drawing 2



Lower Attachment	46mm
Bottom Loop	DIABLO
Bottom Bushing Kit	DIABLO 14 x 4.8
Fixed Spring Seat	—
Adjustable Spring Seat	—
Stem	—
Distance Piece	—
Top Hat	14mm Rod
Top Loop	DIABLO
Top Bushing Kit	12x40
Stem	—
Bump Stop	—
Dust Cover	—
Piston Rod	14mm
Gas Bag	22cc
Pressure Tube Length	
Cap Tube Length	
Bleed Shims	LARGE D. NUT

2x Hole Piston Special Instructions  
 Disc + STAR in KIDNEY PLATE  
 REVERSE SIDE 1 SLOT + 4 FLAIN + 0.20 Shim  
 + BACK UP WASHER.

### 5.8.2 Prohibited Modifications:

No bump-stops of any description may be fitted to the rear dampers. No bump-stops of any description may be fitted to the front dampers other than the one permitted in 5.8.1. Modifications to the suspension pick-up points are prohibited. Adjustable anti-roll bars are prohibited. Offset and/or adjustable suspension strut mounts are prohibited. Adjustable spring platforms and hub-carrier brackets are prohibited, even if the adjustability is disabled. Non-standard suspension bushes are prohibited; rose joints, rod ends or similar are prohibited. Any modification that prevents a wheel from reaching its fully drooped position is prohibited. It is not permitted to fit any spacer, helper spring or similar above, below or to the front spring.

**Rear Axle:** The standard washer only must be retained under each of the four axle mounting points; no additional washers or spacers may be fitted.

### 5.8.3 Wheelbase / Track:

The wheelbase and track must be standard.

## 5.9 TRANSMISSIONS:

5.9.1 Before competing in any Championship Event, the engine and gearbox must be sealed; further details are in section 5.7 and section 5.18 of these Regulations.

5.9.2 Standard gearbox and final drive/axle must be retained. The standard clutch cover and plate must be retained. Standard gear linkages must be retained. Alternatively, JSCC specification fixed length gear linkages may be used. These are identified with JSCC holographic labelling and can be purchased from the Championship Administrator. Competitors may fit the Satchet gear shift to their cars as an alternative to the standard linkage. Only the Satchet MA kit can be fitted as supplied by Satchet with no modifications.



5.9.3 Gearbox casing, bell housing must be standard. Final drive housing (if applicable) must be standard. Limited slip, locked, locking, torque biasing differentials or similar are prohibited. The use of any electronic traction control device is prohibited. Gearbox ratios and final drive ratio must be as per the table in 5.18.5. It is permissible to stitch weld the crown wheel to the differential.

## 5.10 ELECTRICS:

5.10.1 All external lighting must be as per standard fitment and to EC requirements and be fully operational; however, the side indicator repeater lights may be removed and the resulting holes in the wings must be blanked off. Lights must be taped.

5.10.2 The manufacturer fitted rear fog light must be disabled.

- 5.10.3 An LED rear fog light to EU Regulation 7, an FIA homologated LED rear warning light, or an LED stop light to EU Regulation 38 is mandatory and must be fitted within 10cms of the centreline of the rear window and be located between the top and bottom edge of the glass.
- 5.10.4 Two additional rear brake lights must be placed in the rear tailgate window facing rearwards along with an additional brake light to be fitted to the dash-board within visibility of the forward facing on-board camera. These additional lights must be working in conjunction with the standard brake lights at all times. These additional lights may only be purchased from JSCC.
- 5.10.5 There are no restrictions on battery type subject to Motorsport UK Regulations; location must be as standard. A battery and electric starter motor must be fitted and be capable of repetitive starts. The battery positive terminal must be completely covered with no metal showing. The negative lead should be identified by a yellow marker or covering.
- 5.10.6 No external (slave) batteries may be used.
- 5.10.7 The standard alternator with standard pulleys must be fitted be fully working and electrically connected so that the standard battery charging function is providing a charge to the onboard battery. Mk1 and Mk2 Citroen Saxo alternators can be used.
- 5.10.8 The standard wiring loom must be retained and used.
- 5.10.9 Rear wiper motor is optional, the wiring must be retained and the wiper must be fully functional if fitted.
- 5.10.10 Rear washer and associated pipework and wiring may be removed.
- 5.10.11 The horn is optional but its wiring must be retained.
- 5.10.12 The central locking mechanisms including locking motors and associated wiring must be removed; the standard door latching mechanism must be retained.
- 5.10.13 The central locking controller alarm and immobiliser with their associated wiring and brackets must be removed along with the check straps.
- 5.10.14 No non-standard sensors are permitted

## **5.11 BRAKES:**

- 5.11.1 The standard manufacturer system must be retained but is subject to the following Permitted and Prohibited modifications. Only Mintex brake pads with JSCC branded backing plates may be used. These are available to purchase directly from the Championship Administrator:
- 5.11.2 Permitted Modifications:
  - a) Fitting of metal-braided brake hosing is mandatory
  - b) Non-standard linings.
  - c) Deformation or removal of back plates.
  - d) Additional brake ducting may be fitted connecting to holes designed originally to mount front fog lights but for the avoidance of doubt no additional or non-standard holes apertures slots louvres or vents can be created in any part of the bodywork.
  - e) Discs and drums may be replaced by standard-pattern parts, available from the Championship Administrator, but may not be cross-drilled or grooved.
  - f) The friction faces only of the discs may be reclaimed by simple machining maintaining a minimum disc thickness of 18.00 mm front, 7.00mm rear.
  - g) The standard brake biasing valve/system must be retained and may be modified (to prevent rear brake locking) by the removal of the large external spring; it may not be replaced with any pressure-limiting valve or device.
  - h) Brake pipes may be run inside the car.
- 5.11.3 Prohibited Modifications:
  - a) A hydraulically-operated handbrake is not permitted in that it does not comply with MOT requirements.

- b) The use of discs which are grooved, cross-drilled, radially drilled or modified in any other way is not permitted except for the machining of the friction faces as specified in 5.11.1.
- c) No modification may be made to the non-friction area of the disc/bell.

## 5.12 WHEELS/STEERING:

### 5.12.1 Permitted Options/Modifications:

Wheels must be standard Citroën Saxo VTR alloy wheels. Simple 'clean-up' machining/polishing and painting for refurbishment purposes only is permitted to the outer face of the wheel. No machining at all is permitted to any other part of the wheel. Wheels should be fitted with short tyre valves that do not extend beyond the rim.

**Steering:** The standard power-steering rack, pump and associated pipework and wiring may be removed and replaced with a non power-steering rack. Welding of steering rack support is permitted.

### 5.12.2 Steering Lock:

The standard steering column lock and ignition key must be removed and be replaced with an ignition on/off switch and a starter button within reach of the Driver when seated and belted in.

### 5.12.3 Prohibited Options/Modifications:

Any other options or modifications are prohibited.

### 5.12.4 Construction & Materials:

Not applicable; standard 14" x 7" wheels must be used.

## 5.13 TYRES:

### 5.13.1 Specifications:

- a) Goodyear/Dunlop 185/55R14. DZ03G H1
- b) Tyres must be road-legal in every respect including tread depth and must comply at all times including post race scrutineering.
- c) The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.
- d) No alteration to the tyre from the manufacturer's specification is permitted.
- e) Re-cutting, re-grooving or in any other way modifying the tread pattern is not permitted.
- f) All the manufacturer's data must be clearly visible. Buffing of sidewalls to remove data is prohibited.
- g) Competitors are restricted to 8 new tyres at their first event of the Championship season. At subsequent events the following applies:
  - (1). 2 new tyres can be registered at each subsequent event
  - (2). A maximum number of 10 tyres can be allocated to each event, of which 6 can be nominated for use in dry qualifying and race sessions. The remaining 4 nominated tyres are reserved for use if the clerk declares a session "Wet" however it is not mandatory to run these tyres.
  - (3). All tyres registered, less for the 2 new tyres, must have been previously registered by the competitor in this championship season.
  - (4). All tyres that a competitor wishes to use over the race weekend in any weather condition must be nominated as such on the Championship electronic form prior to the events qualifying session and nomination for this is the sole responsibility of the competitor.
  - (5). Failure to nominate tyres properly may result in disqualification.
  - (6). Any discrepancy between nominated tyres and tyres used in the event may result in disqualification.

### 5.13.2 Nominated Manufacturer:

Goodyear/Dunlop is the nominated tyre manufacturer. The Organisers reserve the right to require proof of purchase/supply.

## 5.14 VEHICLE WEIGHTS:

- 5.14.1 A minimum weight excluding Driver with no additional ballast in the car, is 845kg. The minimum weight including Driver and race overalls, helmet etc. is 955kgs which may be achieved by the addition of ballast.
- 5.14.2 Units of ballast are to be strong and unitary blocks, fixed by means of tools with the possibility of affixing seals by scrutineers. Any ballast required must be attached to the shell on the inside of the car to the front or rear passenger floor via at least 4 mounting points using a minimum of M8 steel fasteners; there must be steel 'washers' of at least 400 sq mm surface area and 3mm thickness between the bolt head and the underside of the floor and between the top of the ballast weights and the retaining nuts.
- 5.14.3 When the car is scrutineered at its first race of the season, it should be presented without ballast, ballast mounting 'washers' or mounting bolts. It will be weighed to ensure that it complies with the minimum weight of 845kgs. The ballast, along with counter-plates and mounting bolts will then be fitted, in the presence of the scrutineer or his nominee, by the Driver/entrant and the car will be weighed with Driver and their full race kit (overalls, helmet etc.) to ensure compliance with the minimum combined weight of 955kgs. Once that has been done, the ballast will be sealed in place by the scrutineer. Removal of or tampering with any of these seals is prohibited without the prior written consent of the Organisers or the Championship eligibility scrutineer. Random checks will be made of these seals during the season. If at any time seals are found to be missing, broken or have been tampered with, the car will be considered to be ineligible and the Competitor will be disqualified from the results of all races up to that point. Checks may be carried out after qualifying or race.
- 5.14.4 Following a race, the Driver must remain available with the car under Parc Fermé conditions until released by Scrutineers, in order to ensure weighing is completed with the minimum of delay. Drivers who are required for post race prize giving and / or media interviews, and who are directed from Parc Fermé by an official of the event, are permitted to leave Parc Fermé accompanied by their responsible adult, although must return to their car after such events have taken place to ensure scrutineering is completed.
- 5.14.5 If a car loses a part during qualifying or a race, the weight of that part may be taken into account during eligibility checks. Following consultation with the Championship organisers, the Championship Eligibility Scrutineer will determine whether any lost part should be taken into account.
- 5.14.6 There is no allowance for topping-up of any fluids. If any vehicle is underweight when checked, penalties as per 4.1 of these Regulations will be applied.

## **5.15 FUEL TANK/FUEL:**

### **5.15.1 Types:**

The only permitted fuel tank is that specified in 5.3.9. The standard tank must be removed.

### **5.15.2 Location and fitment:**

The fuel tank must be located as per the diagram available from the Championship Administrator. A drain to the outside of the vehicle, , must be incorporated. No seal is required between the lid and the tank housing. The fuel breather pipe should be routed through the boot floor to the rear of the tank. The standard fuel tank pipework may be removed.

### **5.15.3 Fuel:**

The Organisers reserve the right to introduce a mandatory Championship control fuel during the course of the Championship. Until such notification is given by bulletin only petrol as defined in NCR Ch 8 App 1 Art 1.7a, for the current year and complying with BSEN228 may be used; fuel which exceeds the stated RON (max) levels referenced are prohibited even if it is sold/promoted as being legal for UK Competition and/or obtainable from 'roadside' pumps. The use of additives by Competitors which boost the octane rating (RON) in any petrol is prohibited. At the end of practice and the race at least 3 litres of petrol from the tank of the competing car must be available to the scrutineers for analysis. Compliance with minimum weight for the car will be taken before the petrol is removed.

## **5.16 SILENCING:**

All vehicles must comply with the relevant maximum noise limits set out in

## **5.17 NUMBERS/DECALS:**

### **5.17.1 Positions:**

Generally, refer to diagram available from the Championship Administrator and note that Race numbers must only be displayed on each rear side window (Helvetica Condensed Ex Bold 243mm high), windscreen of the vehicle (150mm high) and on the reverse of the bonnet which can be viewed from the front of the vehicle with the bonnet

in its open position. Championship decals (where applicable) must be affixed in or near the positions detailed by the Organisers. BARC and Championship decals must take preference to all other decals. Failure to comply will render the vehicle and Driver ineligible to race.

#### 5.17.2 Suppliers:

Championship and BARC decals will be available at the first championship race in which the vehicle is entered. Only official decals supplied by the BARC and the Junior Saloon Car Championship directly can be used.

### 5.18 ADDITIONAL INFORMATION:

5.18.1 it is strongly recommended that all cars must, wherever possible, be equipped with two front and two rear towing eyes positioned equally either side of the longitudinal centre-line. They must be clearly visible, marked with an arrow and the word "tow" and the wire painted in yellow, red or orange to contrast with the vehicle colour scheme.

The towing eyes must be made of at least 6mm diameter steel wire rope with a 6x19 wire core, each which must have a breaking-strain of at least 2 tons. Each towing eye must allow the passage of a cylinder with a diameter of 60 mm, situated 25mm forward of the adjacent bodywork - 100 mm above and below this hole must retain clearance to enable the recovery crews to attach straps and shackles.

The towing eye must be fixed to a structural part of the chassis with a minimum of M12 fixings, the inner part must be flexible in order for the towing eye to be retracted inside the bodywork profile. A "pull-cord" must be attached to the towing eye to enable the marshals to access the wire loop. The end attached to the chassis may be either 'thimble' or 'open-loop' style.

5.18.2 **Engine & Gearbox Sealing and Output Testing** – Also refer to sections 5.1, 5.7 and 5.9 above

#### **Sealing:**

Engines and gearboxes must always be sealed when presented for pre-Event scrutiny and remain sealed throughout all official testing and all competitive use. Basic maintenance of the engine will be possible without disturbing any of the seals.

Before the competitive element of the first Championship Event the engine fitted in the car presented must be fitted with a seal applied by Junior Saloon Car Championship Ltd & gearbox fitted in the car presented must be fitted with a seal applied by either the Junior Saloon Car Championship Ltd or a Motorsport UK Licenced Scrutineer. Gearboxes which are fitted with unbroken seals from the previous season do not need re-sealing.

The Championship Eligibility Scrutineer will note all seal numbers at the first Event that the vehicle competes in and will check numbers on a regular basis. The removal of or tampering with any of these seals is prohibited without the prior written consent of the Organisers or the Championship Eligibility Scrutineer.

Random checks will be made during the season and if at any time seals are found to be missing, broken or have been tampered with or changed without permission the engine and/or gearbox will be considered to be ineligible and the Competitor will be disqualified from the results of all races up to the point that the issue was noted. The matter may also be referred to the Championship Stewards for further action.

Any inspections of a sealed engine or gearbox will be carried out under the control of a Motorsport UK Licensed Eligibility Scrutineer and measurements will be taken and recorded by them.

#### **Output Testing:**

At the first Championship Event and at any subsequent Event selected by the Organisers cars may prior to any competitive element be the subject of a dynamic rolling road test on the Championship mobile Rolling Road facility at the Event. This will be conducted using the ECU as supplied by the Organisers at the Event. The data gathered will belong to the Organisers. The Organisers reserve the right to publish the results. If any car is considered to exhibit unexpected performance characteristics, then it may be the subject of investigation by stripping and examination for the purposes of a declaration of conformity/non- conformity.

5.18.3 **Vehicle Presentation:**

The presentation of the car is fundamental to the profile of the Championship its sponsors and its audience. Therefore, in considering whether to permit any car to race, at any point during the season, the organisers will regard as paramount the presentation of the car. In taking into account its appearance inherent in which is the standard of its presentation (including interior) they may disqualify any car which they consider may prejudice the reputation of the Championship or is otherwise unacceptable. This will include where the car is presented at a race

Event bearing accident damage sustained at a previous Event and which has not been subject to the completion of a full and proper repair.

#### 5.18.4 Additional Eligibility Checks:

The Organisers reserve the right to impound any vehicle immediately after the end of a race and remove it to a secure location where additional checks will be carried out; this process may take up to two weeks. If the car is found to be totally compliant then the Championship will pay all of the expenses involved. However, if the car is found to be non-compliant the Competitor will be responsible for meeting all costs involved which must be paid in full before the car is returned and further participation in the Championship will be denied until the car is proven to be compliant. Depending upon the nature of the non-compliance the Competitor may be disqualified from further participation in the Championship.

The Championship Camber gauge will be the device used for Eligibility checking purposes.

#### 5.18.5 Permitted Dimensions and Other Criteria

Bore: 78.5 to 78.518 mm		Stroke: 82mm		The minimum Cylinder Head thickness (excluding gasket) is 110.15 mm.			
Final Drive	17/61	Gears	1 <sup>st</sup> – 12/41	2 <sup>nd</sup> – 20/39	3 <sup>rd</sup> – 28/38 or 30/41	4 <sup>th</sup> – 37/39	5 <sup>th</sup> – 41/35
Rear anti roll bar diameter		22mm		Front anti roll bar diameter		22mm	
Cylinder block must be casting:		NFZ / NFT		Minimum block height: 265.13mm			
Front camber	3.0 <sup>o</sup> max negative for the camber of both sides added together. Maximum for any one side 2.0 <sup>o</sup> negative			Rear camber	1 <sup>o</sup> 0' +/- 20' negative		Rear toe in 1.49 to 6.39mm
Disc diameter	Front 247 mm maximum.		Rear 248 mm maximum.				
Piston part number: 62863		Min bowl depth 0.058" across complete bowl			Min bowl diameter 2.58"		
Min head gasket thickness 1.6mm							
COMPULSORY				SUPPLIER			
Championship Rollcage & Front Clip				Custom Cages - 01327 872855			
Sealed GAZ dampers				GAZ Shocks - 01268 724585			
Safety Fuel Tank				ATL - 01908 351700 or Fuel Safe - 01527 521050			
Goodyear/Dunlop Tyres				Mr Tyre (Motorsport Ltd Unit 1 Apex Centre Lovell B79 7TA  01827 211021 / 07973 951449			
Silkolene Oil				Championship Administrator – 07970 919371			
Mintex Brake Pads				Championship Administrator – 07970 919371			
JSCC Gear Linkages				Championship Administrator – 07970 919371			
Door Foam - Impact 300				Oldhall Performance – 02476 717100			
OPTIONS							
Alloy Fabricated Tank Support				Ferguson Motorsport - 07805 808141			

5.18.6 It is the Competitor's responsibility to ensure that the vehicle entered complies with the Regulations for the Championship, even if they are not the builder or assembler of the vehicle.

5.18.7 Competitors who wish to change their class will only be permitted to do this once in each Championship year. Having changed, no change back or to any other class is allowed.

## 6. ADDITIONAL INFORMATION

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 Championship Stewards and / or the Motorsport UK / MSC.

### 6.1 DECALS:

- 6.1.1 Championship decals and BARC shields to be fitted as advised by bulletin and generally shall be located / fitted as directed by the Commercial Rights Coordinator from time to time and noting in particular that front & rear number plates, front and rear windscreens and the sills are not free to Competitors.
- 6.1.2 Driver’s surname should be on rear side windows and rear screen in letters not more than 100mm high. The remainder of the vehicle is free for advertising with the following provisos:
  - a) No additional advertising is permitted on transparent surfaces of the car.
  - b) The display must not be offensive.
  - c) It should not interfere with the easy identification of the race numbers.
  - d) Tobacco related advertising is prohibited.
  - e) Advertising conflicting with the Championship / BARC and/or any of their sponsors is not permitted, unless with written consent from the conflicting Championship sponsor

All Championship decals will be provided to Competitors by the Junior Saloon Car Championship.

### 6.2 SOCIAL MEDIA:

- 6.2.1 Competitors should not make comments upon social media platforms which may in any way be deemed as being derogatory, defamatory, obscene or libellous and should remember that any comments made are in a very public arena and can be seen by possibly more than their intended audience.
- 6.2.2 If, at the sole discretion of the Championship Coordinator, the Championship Administration and the Championship Clerk of the Course, comments made on any social media platform are deemed to breach acceptable standards then action will be taken against the Competitor concerned. The three named above will decide upon what action should be taken and inform the Competitor accordingly in writing. As a minimum the Competitor will be instructed to remove the offending statements and in addition further penalties may be applied which will fall within the range given below:
  - a) Formal Reprimand
  - b) Fine to a maximum of £5,000
  - c) Loss of Championship points
  - d) Disqualification from all or part of the Championship
- 6.2.3 Failure to remove the post or pay a fine imposed will result in any future entry being held in abeyance until the terms of the penalty are met in full.
- 6.2.4 Competitors are reminded that all Competitors, as Entrants, are responsible for the actions of all of those associated with the entry. Therefore, that includes mechanics, family and friends who are linked to the Competitor in any way and hence adverse comments made by any of these, not just the Driver, could lead to the Competitor being prevented in taking part in the Championship.

### 6.3 SAFEGUARDING:

- 6.3.1 BARC recognises the responsibility of all those involved in Motor Sport to safeguard and promote the wellbeing of both young and vulnerable individuals with whom they are working. It emphasises the value of working closely in partnership with all others involved to protect young and vulnerable individuals from harm and discrimination. It acknowledges that abuse can take place in sport and that raising awareness and understanding of the main forms of abuse and establishing communication and reporting procedures if abuse is suspected, will further safeguard all within Motor Sport.
- 6.3.2 A number of officials within the club are appointed as safeguarding officers and they are available to deal with problems which may arise or are brought to their attention. Issues can be raised by talking to the senior clerk of the course at an Event or contacting a safeguarding officer whose details can be found on the BARC website.

#### 6.4 RACE ORGANISING CLUBS AND CONTACTS:

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

Tel: 01264 882209

E-mail: [competitions@barc.net](mailto:competitions@barc.net)

Championship Co-Ordinator:

Name: David Wheadon

Tel: 01264 882209

Email: [david.wheadon@barc.net](mailto:david.wheadon@barc.net)

Eligibility Scrutineer:

Name: Darryl Drinkwater

Email: [darryldw@mail.com](mailto:darryldw@mail.com)

Junior Saloon Car Championship Ltd:

Co No: 08886688

Ashton House, Ashton Lane, Sale, Manchester, M33 6WT

Championship Administrator

Name: David Beecroft

Email: [davidbeecroft@icloud.com](mailto:davidbeecroft@icloud.com)

## 7. RACE with RESPECT

- 7.1 By registering for the Championship all parents, Competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Race and Respect Code which is appended to these Regulations (Appendix 1).
- 7.1.1. Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to Motorsport UK.
- 7.1.2. It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Coordinator and/or Safeguarding Officer who will also relay the report Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at [www.motorsportuk.org/resource-centre](http://www.motorsportuk.org/resource-centre) by selecting Policies and Guidelines.
- 7.1.3 In addition to the standard Motorsport UK "Race with Respect" pledge included overleaf, with the Junior Saloon Car Championship being a junior Championship parents are also required to commit to the following:

### **Parents & Guardians Commitments:**

I will:

Encourage my young Driver to have fun and enjoy racing

Not put pressure on my young Driver to take part

Not impose my own ambitions on my young Driver

Not expect my young Driver to win and recognise that the benefits of junior racing lie in the skill acquisition and not about winning Events and Championships

Not criticise my young Driver when they make mistakes

Never encourage my young Driver to break or bend the rules

Respect other Competitors and their families and applaud their success

Respect the decisions of the officials at all times



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](https://Motorsportuk.org/racewithrespect)  
[#RaceWithRespect](https://twitter.com/RaceWithRespect)

### The Values

**Respect**

**Fair play**

**Integrity**

**Good Manners**

**Self-Control**

I pledge to #RaceWithRespect and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants.
- Always behave with integrity and uphold fairness in the sport; play my part in keeping the sport safe through 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.

## Professional Standards in Motorsport Coaching

### JUNIOR RACING CHAMPIONSHIPS – COACHING BEST PRACTICE

It is important that we all contribute to a positive environment for our young drivers. To further enhance the expectations for all detailed below are best practices and provides a support for the Driver Coaches as well as the Championship Organisers, Parents and Teams.

#### Maximising the Driver Experience

Create a positive experience by building strong relationships with drivers through excellent communication, technical expertise, and responsiveness. Advocate for motorsport growth and driver retention via structured, engaging programmes of work.

##### Do's:

- Build rapport and trust early.
- Communicate clearly and listen actively.
- Design programs that engage and inspire.
- Champion motorsport participation.

##### Don'ts:

- Ignore driver feedback or concerns.
- Deliver generic, unstructured sessions.
- Focus solely on performance without fostering enjoyment.

#### Promoting Welfare and Providing a Safe, Inclusive Coaching Environment

Prioritise driver welfare and foster a supportive atmosphere. Manage behaviour positively while delivering safe and inclusive practices.

##### Do's:

- Regularly assess and address welfare needs.
- Create a respectful, inclusive environment.
- Deliver well-structured, safe activities.
- Promote reporting routes and empower individuals to share any concerns or worries they have.

##### Don'ts:

- Tolerate discriminatory or unsafe behaviour.
- Neglect individual needs.
- Ignore signs of stress or discomfort.

#### Understanding Your Role as a Coach

Stay within professional boundaries, manage stakeholder relationships, and articulate a clear coaching philosophy to positively impact drivers on and off the track.

##### Do's:

- Use critical thinking and initiative.
- Foster collaborative relationships with parents and stakeholders.
- Develop a philosophy centred on holistic driver development.

##### Don'ts:

- Overstep boundaries or micromanage.
- Dismiss the input of parents or stakeholders.
- Lack a clear vision or philosophy.

### **Maintaining Professional Practice**

Deliver driver-focused coaching with high standards in relationship management, duty of care, and professional development while adhering to data protection laws.

#### **Do's:**

- Prioritise driver safety and performance, identify and mitigate risks as part of your pre-activity planning.
- Handle data responsibly.
- Pursue ongoing professional development.

#### **Don'ts:**

- Compromise on duty of care or safety.
- Ignore regulations on data handling.
- Remain stagnant in your learning and development.

### **Planning, Delivering, and Reviewing Coaching Sessions**

Plan, deliver, and review inclusive, effective sessions tailored to participants' needs. Evaluate and adapt to ensure engagement, variety, and progression.

#### **Do's:**

- Plan with drivers' goals in mind.
- Use varied and progressive methods.
- Adapt based on real-time feedback.

#### **Don'ts:**

- Stick rigidly to ineffective plans.
- Deliver monotonous or one-size-fits-all sessions.
- Avoid post-session evaluations.

### **Planning, Delivering, and Reviewing Coaching Programmes**

Design inclusive programmes of work aligned with drivers' long-term goals. Continuously evaluate effectiveness and adapt to maintain engagement and progression.

#### **Do's:**

- Tailor programs to individual aspirations.
- Foster enthusiasm for ongoing learning.
- Evaluate and refine regularly.

#### **Don'ts:**

- Use a generic, repetitive programme structure.
- Overlook long-term development.
- Fail to engage drivers in planning.

### **Motorsport Legislation, Organisational Policies, and Procedures**

Adhere to all legislation, policies, and procedures, ensuring professional integrity and alignment with Motorsport UK's standards.

#### **Do's:**

- Stay updated on policies and legislation.
- Promote Race with Respect.
- Meet and maintain professional standards.

#### **Don'ts:**

- Disregard legal and regulatory compliance requirements.
- Overlook the importance of respect and integrity in coaching.
- Neglect ongoing professional accountability