



2022 C24H Race Sporting & Technical Regulations

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INTRODUCTION

The Operating Constitution of the C24HOUR RACE

By definition, the C24H reserves the right and will make final decision as to any issues of any nature surrounding or potentially affecting the harmony of C24H.

The suspension (under the constitution of C24H) will not be appealable.

NB.

Any items preceded by (NB.) are advisory and not regulatory.



1. SPORTING REGULATIONS – GENERAL

1.1 TITLE & JURISDICTION

The C24H are the promoters and administrators of the 2022 C24HOUR and the event and race activities is being organised by the BARC in accordance with the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA). Throughout these regulations the term 'Organisers' may mean either BARC or C24H

Race Status: Endurance

1.2 OFFICIALS

1.2.1 Event Principle and Co-ordinator

Name: David Beecroft

Email: davidbeecroft@icloud.com

Tel: 07970 919371

1.2.1.1 Event Clerk of the Course TBC

Name:

Email:

Tel:

1.2.2 Licenced Eligibility Scrutineer

Assigned per event.

1.2.3. Event Stewards

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

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

(G) 2.7.1 Series Stewards are also empowered to consider any request from the Series Co-ordinator to penalise any Competitor for any breach of Series regulations after holding a formal hearing to impose a penalty in accordance with C.2.1.1 (subject to the rights of appeal provided for in Section C).



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1.3 COMPETITOR ELIGIBILITY

1.3.1 Entrants must:

- (a) Be fully paid-up valid membership card holding members of any MSUK registered club and
- (b) be in possession of a valid Motorsport UK Licence

1.3.2 Drivers and Entrant/Drivers must:

- (a) Be current Racing Members of any MSUK registered club (all drivers) and
- (b) be in possession of a valid Motorsport UK Competition (Racing) Race Club as a minimum (c) Or be in possession of the highest grade of National Race Licence or valid FIA International Licence, together with their ASN's written consent ((H)26.2 and FIA ISC Article 2.3.7b applies

1.3.3 All necessary documentation must be presented for checking at the event when signing-on.

1.3.4 Each car must have a minimum of four and maximum of six drivers for this event.

1.3.5 A driver may drive no more than two cars overall in the race; however, the driver must have qualified in each car.

1.4 EVENTS

The C24H will include the events below:

RACE DATE VENUE ORGANISING CLUB 23RD-25TH September 2022 BARC

1.4.1 All races are deemed to be “endurance races” and will be held in accordance with Motorsport UK General Regulation Q9.1 except where specified exceptionally in these regulations.

1.5 AWARDS

1.5.1 All awards are to be provided by the Promotors



1.5.2 Per Event

Trophies to 1st, 2nd, and 3rd drivers for each class

£2000:00 cash prize for overall winner.

1.5.3 Presentations

Awards will be presented at the end of the race.

1.5.4 Title to all Trophies

If Provisional Results are revised after any presentations and these revisions affect the distribution of any awards the competitors concerned must return such awards to the organisers in good condition within 7 days of a request being made.

1.5.5 The organisers and any sponsors/partners reserve the right to provide additional awards for the race.

2. EVENT MEETINGS & RACE PROCEDURES

2.1 ENTRIES

- Entries open Sunday 1st of May 2022
- £600:00 Non-refundable deposit due on submitting entry form
- £1800:00 Second instalment payment due on the 1st of July 2022
- £2400:00 final instalment payment due on the 1st of August

All amounts include VAT. If payment schedule is not maintained, an extra £500:00 will be added for late payment.

2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date for entries before each event.

2.1.2 Incorrect or incomplete entries (Including Driver to be Nominated Entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Meeting Organiser receives the missing or corrected information or fee.



2.1.3 Any withdrawal of Entry or Driver/Car changes made after the acceptance of any entry must be notified to the Meeting promoters in writing. D25.1.12 applies.

2.1.4 Any and every change made after acceptance of any entry must be notified to the promoters in writing. Every change made within 14 days of the start of the event and during an event will incur an administration charge of £50 including vat (per change) payable to promoters.

2.1.4.1 All entry fees must be paid by the due dates specified on the entry form. Entries may, at the discretion of the Organisers be withdrawn if entry fees are not paid by the due date.

2.1.5 Race entries belong to the C24H and are not transferable. The entries cannot not be sold and cannot not be transferred with the sale of a car.

2.1.6 Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.

2.2 BRIEFINGS

Organisers will notify competitors of the times and locations for all briefings in the Final Instructions for the meetings. Competitors must attend all briefings. If a driver misses a briefing they may be liable to a penalty.

2.3 DRIVER NOMINATIONS

The Secretary of the Meeting must be informed of the start driver during any practice, qualifying or race session a minimum of one hour prior to the scheduled start time of that session.

2.4 PRACTICE/QUALIFICATION

2.4.1 Should any practice or qualifying session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session; the decision of the Clerk of the Course shall be final.

2.4.2 Each driver must complete a minimum of 3 laps in the car to be raced and in the correct session in order

to qualify. Motorsport UK regulations (Q12.4)

2.4.5 If mechanical means are used by the marshals to remove the car to a safe position during qualifying, the car concerned may re-join at the sole discretion of the Clerk of the Course, but it must return to the pits for inspection prior to continuing the session.

2.4.6 At the end of each session, all cars must cross the Finish Line only once.



2.5 RACES

2.5.1 Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race (Q12.15)

2.5.2 At the end of each session, all cars must cross the Finish Line on circuit.

2.6 STARTS

2.6.1 All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet.

2.6.2. The start will be via a rolling start in accordance with Motorsport UK Regulation [Q12.9.11(b)].

The minimum countdown procedures/audible warning sequence shall be:

- 1 minute to start of Green Flag/Pace lap - Start Engines/Clear Grid.
- 30 Seconds - Visible and audible warnings for the start of Green Flag/Pace lap.
- Green Flag/Pace Lap - Complete one lap of the circuit forming into grid order prior to the final corner of the circuit
- Pace Car will Leave the Circuit the red lights will be switched on – maintain speed & grid position
- Red Lights OFF – Race Start.

2.6.3 Cars still in the pits when the pit lane closes or taken to the pits prior to the start may join the race from the pit lane after the last car has crossed the pit lane exit and after the start of race signal is given.

2.6.4 Any driver unable to start the Green Flag/Pace lap or start the race is required to indicate their situation as per Motorsport UK Regulation [Q12.11.2].

2.6.4.1 Any driver unable to maintain their grid position on the Green Flag Lap to the extent that all other cars are ahead of them may complete the Green Flag Lap but MUST remain at the rear of the last row of the grid.

2.6.5 In the event that the starting lights fail the Starter will revert to using the National Flag.

2.6.6 The Organisers reserve the right to amend this start procedure via a bulletin issued to all competitors. This may involve changing the method of starting and/or the countdown procedure leading up to the start signal being given.



2.7 SESSION RED FLAG

2.7.1 Should the need arise to stop any race or practice; RED LIGHTS will be switched on at the Start Line and RED FLAGS will be displayed at the start line and at all Marshals Signalling Points around the circuit. This may be supplemented by the showing of red lights around the circuit.

2.7.2 Competitors must slow down, must not overtake, complete the lap they are on and return to the pit lane, during practice, and to the starting grid area, during a race, unless otherwise directed by officials. Parc Fermé conditions will apply, and competitors are reminded that no team personnel are allowed onto the grid, unless official say so. The permitted driving time of any driver will stop under session red flag conditions.

2.7.3 Any car in the pit lane at the showing of the red signal must remain where it is and all work on cars must cease unless specifically authorised by the Clerk of the Course under safety.

2.7.4 Cars may enter the Pits if repairs are necessary where 2.7.3 must be observed. On instruction from officials.

2.7.5 Cars in the Pits may not re-join the grid.

2.7.6 When the race is restarted the duration of the restarted race will be specified by the Clerk of the Course and the two (or more) parts of the race will be combined to produce an aggregate result. It is not permitted to change drivers during the course of the stoppage unless specifically authorised by the Clerk of the Course.

2.7.7 Case A – Less than two race laps completed by the race leader.

The race will be null and void. The race will restart from the 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 up. The length of the restarted race will be determined by the Clerk of the Course.

2.7.8 Case B – More than two race laps completed by the race leader but less than 75% of the scheduled distance.

The race will restart from a grid set out by the finishing order of part one (as per Motorsport UK Regulation [Q 12.15.2]) The result of the race will be the finishing order of part two. The length of the restarted race will be determined by the Clerk of the Course.



2.8 SAFETY CAR

2.8.1 The safety car will be brought into operation to neutralise the race upon the instructions of the Clerk of the Course in accordance with Appendix 3 of section Q of the Motorsport UK General Regulations.

2.8.2 All competing cars must catch and line up behind the safety car in order to condense the grid as soon as safely practical to do so and then maintain station at the same speed as the safety car. Overtaking of the safety car or any other competing car is forbidden unless signalled to do so by the safety car observer.

2.8.3 In the event that the race leader pits during the safety car period it may be necessary for the car on circuit directly behind the leader to take over at the head of the train prior to a restart.

2.8.4 While the safety car is in operation competing cars may stop in their pits. However, cars may only re-join the track under the strict control of the appointed Pit Lane Marshals. When the train of cars approaches and passes the Pit straight the pit lane will close, the Marshal will release those cars being held in a stationary queue in the pit lane as the last car in the train behind the safety car passes the pit exit. After that batch of cars has been released, the pit lane exit will open. (Motorsport UK Regulations Q.App.3.1.8). The window of release will be decided and controlled by the Pit Lane Marshals exclusively. When the safety car is withdrawn competitors may not overtake each other until they have passed the green signal at the start line. Motorsport UK General Regulations Section Q, Appendix 3, 1.12 applies.

2.9 PIT LANE PROCEDURES

2.9.1 Competitors must ensure that the Motorsport UK, Circuit Management and Organising Club Safety Regulations are complied with at all times.

2.9.2 A pit allocation will be provided by the Organisers. The fire lane must remain unobstructed at all times during the event.

2.9.3 The pit lane speed limit of 40kph (unless otherwise stated in the Final Instructions or by event bulletin) must be observed at all times during the event. Speeds may be monitored during events by fixed or hand-held radar guns. It is the driver's sole responsibility to ensure that they do not exceed the pit lane speed limit. Penalties for exceeding this limit are illustrated in section 4 of these regulations, and/or may incur an alternative penalty at the discretion of the Clerk of the Course.



2.9.4 It is not permitted to drive a car in the pit lane by using reverse gear at any time under any circumstances. Push starting is only permitted if the process is clearly under the supervision of the pit lane marshals. During pushback the car must be under the guidance of a 'car controller'. The 'car controller' must position themselves in the view of the driver via the windscreen. They must check that the Pit Lane is clear for the car to be released without impeding any other vehicle. When the 'car controller' is satisfied that release of the car is safe, the car must be pushed backwards by personnel other than the 'car controller' so that the attention of the 'car controller' remains focused on the safe release of the car into the Pit Lane.

2.9.5 The outer lane or lanes of the pit 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.

2.9.6 Only four people from each team (excluding the drivers) may visit the pit wall at any one time, except in the last 10 minutes of the race when other members of the team may also visit the pit wall. High visibility vests must be worn by all personnel on the pit wall at all times.

2.9.7 Only 3 people plus the driver to work on the car in the pitlane.

2.9.8 Only wheels and tyres can be worked on in the pitlane, all other work to be conducted in the garages.

2.10 REFUELLING

2.10.1 During the 24-hour event fuel must only be drawn from the filling station nominated by the Organisers.

2.10.4 The filler cap must be securely in place at any time the car is on the circuit, failure to ensure this may result in the car being black flagged.

2.10.7 During refuelling the engine must be turned off. During refuelling, nobody other than the refueller may touch the car. Refuelling is determined to start when the fuel flap is opened and completed when the fuel flap is closed.

2.10.8 The designated 'fire man' must wear protective clothing (as in 2.11.9) as the re-fuelling team member and be equipped with the appropriate foam fire extinguisher capable of extinguishing a petroleum fire.

2.10.10 Smoking/vaping is not permitted in the garages, pit lane or on the pit wall at any time during



the event. All team members and guests must comply with this restriction and failure to comply may lead to immediate disqualification of the car/team concerned. (3.4.1)

2.10.11 Each team must provide a foam fire extinguisher with a minimum capacity of 6 litres suitable for extinguishing a petroleum fire which must be held and 'ready for use' by the designated 'fireman' during any re-fuelling.

2.11 DRIVER CHANGES

2.11.2 All cars entering the pit lane must observe all usual pit lane safety regulations, the car must stop before seatbelts are released and driver's door is opened. Failure to comply may lead to the imposition of a Stop / Go Penalty by the Clerk of the Course.

2.11.3 The driver must exit the car via the drivers' door. The engine may be left running except during a pit stop. The next driver must enter the car via the drivers' door. If the same driver is driving the next period, that driver must exit the car through the driver's door, the driver's door must then be closed and then re-opened for the driver to re-enter the car. All seat belts must be fully re-instated and tightened before moving off.

2.11.3.1 'Push Back' of the race car into the 'active' pit lane must not cause obstruction to another imminently passing car. Cars already proceeding in the 'active' pit lane have priority. Penalties may be applied if contravention is witnessed by an official or as a result of evidential camera footage made available to the organisers at a later time.

2.12 DRIVING TIME

2.12.2 For races of more than six hours duration, a driver may drive for no longer than 3 hours in any 5-hour period.

2.12.3 For races of more than six hours duration, a driver may drive for no longer than 40% of the race duration in total.

2.12.4 "Driving time" will be deemed to include any time spent in the pits when a driver brings a car in and then re-joins the race or any time when the 'red flag' conditions orders cars back onto the grid. In an event of a red flag situation lasting more than 30 minutes a drivers time.

2.13 RACE FINISHES



After taking the Chequered Flag drivers are required to:

- I. Progressively and safely slow down.
- II. Remain behind any competitors ahead of them
- III. Return to the pit lane/paddock entrance as instructed
- IV. Comply with any directions given by marshals or officials
- V. Keep their helmets on and harness done up while on the circuit or moving in the pit lane.

2.14 RESULTS

All Practice Timesheets, Grids, Race Results are deemed provisional until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures (Motorsport UK regulation (D)26.3) and/or a period of 14 days after the race to allow for assessment of data recorded from cars during the race.

2.15 CLASSIFICATION

2.15.1 All drivers will be classified in the results.

2.16 TIMING MODULES

2.16.1 It is the Competitors responsibility to ensure that a working transponder is fitted to the vehicle in accordance with Q 12.8.1. The type and position of the transponder is governed by regulation 5.6.3.13.

2.16.2 No electronic equipment may be placed within five metres of any official timing line or hu-tag line and any breach of this may result in the confiscation of the equipment concerned.

2.16.3 The Race will operate the HuTag RFID system at all events possible. Where it is in use, it will be mandatory for all drivers to have on their person a designated HuTag which must be scanned when exiting the pit lane (failure to do so may incur a penalty). The swapping or sharing of HuTags between drivers is forbidden.

2.17 TOW BACK

2.17.1 Cars that stop on circuit will be towed back to the pits as soon as possible.

2.17.2 During the 24hr event all cars will be recovered back to the pit lane if requested by the driver to do so. The tow back rules will only apply up until the final hour of the race when the Organisers



will only tow cars to the nearest place of safety, or to the pit lane if directed to do so by the Clerk of the Course.

2.17.3 The Clerk of the Course may, at their sole discretion, decide to refuse a recovery if the car is too badly damaged or too difficult to move.

2.18 ELIGIBILITY SCRUTINEERING

2.18.1 The organisers reserve the right to select any car for additional eligibility scrutineering at any time during the event in accordance with event regulations. Any failure to comply with the technical regulations during this scrutineering process may result in the car not being allowed to start the race or being allowed to start under certain conditions that the Clerk of the Course may at his sole discretion see fit to determine. A minimum of two hours before the start of the race will be allowed to re-assemble any components that may previously have been stripped during this process.

2.19 COMMUNICATIONS

2.19.1 It is permitted for any team to have pit to car radio system. with the driver whilst the driver is in the car during practice, qualifying or race. Live telemetry is not allowed.

2.20 ON-BOARD CAMERA

2.20.1 It is the Competitors responsibility to supply and fit (as a minimum) a camera that captures recorded images providing a view of the circuit ahead at all times when the car is on the circuit. (Motorsport UK Regulations J.5.21.3 applies) The camera must be mounted to the roll cage in the area of the 'B' pillar of the car.

NB. A second camera or rear facing camera is recommended.

2.20.2 The choice of system is free, but playback must be demonstrable at the event on request and by simple means such as a laptop.

2.20.3 The camera fitted to the vehicle must be switched on and recording for all official practice, qualifying and race sessions. If no images are available upon request, penalties may be applied in accordance with the Motorsport UK Yearbook and/or the penalties listed in section 4 of these regulations. The burden of proof to establish the cause of such failure shall lie with the competitor. The Clerk of the Course may also refer the matter of lack of recorded images to the Stewards of the Meeting for further penalties.



2.20.4 The memory card having recorded a drivers' session must be removed by a team member (2.9.4) from the car at driver 'change over' in the pit lane. The driver must retain the memory card for submission if requested by the organisers. Should the same driver be continuing to drive in the following session the memory card may remain inserted as long as the next session driven is recorded.

NB. Competitors are advised to use a memory card with sufficient capacity and/or a second memory card to record all eventualities.

2.20.5 Where it is necessary for the C24H personnel or Clerk of the Course to review footage after an event, that footage must be available for a period of 14 days after the event.

2.20.6 In the event of judicial action, all relevant on-board footage must be retained by the Organisers until the time period for all judicial matters has elapsed. The competitor is responsible for carrying and fitting an alternative memory card should one be needed whilst this activity is completed.

2.21 PARC FERMÉ

At all events the showing of the Chequered Flag (for both Qualifying and Racing) will indicate the commencement of Parc Fermé Regulations. Any vehicle that is in the pit lane at this time will be under Parc Fermé rules.

It is prohibited to work on any vehicle after the chequered flag has been shown. This includes tyre pressure checking, wheel changes or changes of driver.

Any vehicle in the pit lane must be immediately taken to the designated Parc Fermé area. No team personnel may enter Parc Fermé unless authorised by a Motorsport UK Scrutineer

Unless authorised by a Motorsport UK Scrutineer, no tools of any type may be passed by team members or mechanics to drivers whilst in Parc Fermé.

Competitors are reminded that the area designated as Parc Fermé area is a secure area and it is not permitted for any supporters to be in Parc Fermé unless at the request of a Motorsport UK Scrutineer or their deputy.



3. SPECIFIC EVENT REGULATIONS

3.1 MOTORSPORT UK'S RESPECT CODE

By competing in the Event all competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code which is appended to these regulations (Appendix 1).

3.1.1 Where any reports of disrespectful conduct are judged to be well founded the Event organisers may issue warnings or require remedial actions and/or report the matter to the Event Stewards who may impose appropriate penalties which can include race bans through to Event Expulsion and referral to Motorsport UK.

3.1.2 It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Event Coordinator and/or Safeguarding Officer who will also relay the report to Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at www.motorsportuk.org/resource-centre by selecting Policies and Guidelines

3.2 REPLACEMENT CARS

3.2.1 A driver may only race the car in which he/she set a qualifying time and no replacement cars are permitted.

3.3 ACCEPTANCE OF REGULATIONS

3.4.1 It is a condition of entry into this event that all persons connected to any team (in any manner) are understood to have read, agreed, and accepted this entire document (the 2022 Sporting & Technical Regulations) and to be bound by the rules without exception.

4. SPECIFIC EVENT PENALTIES

In accordance with Section C of the current Motorsport UK Yearbook, the Driving Standards Policy, and these event Regulations.



4.1 INFRINGEMENTS OF TECHNICAL REGULATIONS

4.1.1 Arising from post practice Scrutineering or Judicial Action

Minimum Penalty: The provisions of Motorsport UK Regulation [C3.3].

4.1.2 Arising from post-race Scrutineering or Judicial Action

Minimum Penalty: The provisions of Motorsport UK Regulations [C 3.5.1 (a) & (b)].

4.2 ADDITIONAL SPECIFIC EVENT PENALTIES

4.2.1 Datum Penalties

Infringement	Penalty
False Start	Drive through penalty
Overtaking a competitor under a yellow flag	Stop/Go penalty
Overtaking a competitor under Safety Car	Stop/Go penalty
Overtaking Safety car without instruction	Stop/Go penalty
Causing avoidable contact	3 min Stop/Go penalty minimum or higher at discretion of Clerk of Course
Not respecting track limits	Follow Track Limit Rules If continued Black flag to see Clerk of the Course
More than 3 laps under black/orange flag	Car to be cleared by scrutineer, released from pit exit then return for a Stop/Go Penalty
More than 3 laps under black flag	Called up by the Clerk of the Course
Excess speed in pit lane	Stop/Go penalty + 10 sec per kph over limit
Reversing under power in pit lane	Drive through penalty



Breach of refuelling rules	3 min Stop/Go penalty
Exiting pit lane under red light at exit	3 min Stop/Go penalty
Driving through HuTag sensor without getting green light	1 min Stop/Go penalty
Exceeding driving time (continuously/total)	10 lap penalty
Mechanical assistance from 3 rd party	3 lap penalty
Failing/refusing breathalyser test	Disqualification of the team
Using electronic communication with the car	2 lap penalty
Failing to provide video coverage	3 lap penalty for first offence escalating to 5 laps then 10 laps for subsequent offences
Failing to nominate the starting driver before the deadline	Start from the back of the grid
Pit stop procedure	3 min Stop/Go penalty minimum or higher at discretion of Clerk of Course
Unsafe release from pit box	3 min Stop/Go penalty
Penalties should increase for repeated offences as follows	Stop/Go penalty
	1 min Stop/Go penalty
	3 min Stop/Go penalty
	5 min Stop/Go penalty



	10 min Stop/Go penalty
	Black Flag with possible disqualification

- 4.2.1.1 No two penalties can be served at the same time, you must re-join the track and complete 1 FULL lap past the start line then come in to serve the next Penalty. To clarify, One out lap, one full lap, one in lap.
- 4.2.1.2 For all other irregularities, sanctions are left to the discretion of the officials. For any irregularity, even one sanctioned via the above table, the Clerk of the Course is always empowered to impose other or additional sanctions. The above table is a guideline for first time infringements at the event. Repetition of infringements by teams and/or individuals may be dealt with more severely. The Clerk of the Course is empowered to operate Stop and Go for any period that they consider appropriate to the offence.
- 4.2.2 Any Competitor may be called before the Event Stewards who at their discretion may take further action against the Competitor.
- 4.2.3 The Clerk of the Course may impose “drive through” or “stop/go” penalties, as defined in these regulations, for breaches of the sporting regulations of the event and specific relevant sections of the Motorsport UK Yearbook. These penalties must be taken in accordance with C.2.1.6 and do not carry penalty points against the drivers Motorsport UK licence. Driver changes, refuelling and any other work on the car is not permitted during such a penalty being served.
- 4.2.4 Random alcohol testing may take place of drivers and/or the person responsible for releasing the car from the pit/pit box into the pit lane, anyone found exceeding 0 micrograms per 100 millilitres of breath will cause the immediate disqualification of their team’s car and drivers from the event.

4.3 SOCIAL MEDIA

Should a competitor, team or team associate with the entered car be considered to have brought the Event or the BARC into disrepute in the opinion of the Series Stewards, that competitor (as team and team associate principal) may be subject to a penalty or disqualification from the Event.



5. TECHNICAL REGULATIONS

5.1 INTRODUCTION

5.1.1 Vehicles eligible for this event of races include the following:

Standard Silhouette must be retained within these two classes.

UP to 2000cc-Class 1

Up to 1600cc Class 2

Vehicles under 1200cc

No force induction allowed.

- Hatchback.
- Saloon.
- Mazda MX5.
- BOP for Honda VTEC
- BOP for Ginetta G40

Minimum weight to be announced.

No wheel arch extensions (eg: standard)

No Caterham style car allowed

BOP may be added to any car at organisers discretion.

Please check with organisers if your concerned about vehicle eligibility. This is Highly recommended to avoid disappointment. The organisers except the right to except or reject anything at their discretion.

5.2 Eligibility

5.2.1 All cars are subject to approval of their eligibility by the Organisers in conjunction with a Licensed Motorsport UK Scrutineer.

5.2.2 The responsibility to prove eligibility of the car entered is always that of the entrant or entrant/driver.

5.2.3 Proof of a vehicles' eligibility may be required to be substantiated by production of documents, where issued, for the vehicle and these must be available for inspection when required.

5.2.4 The Organisers in conjunction with a Licensed Motorsport UK Scrutineer shall determine matters as to the eligibility which may involve photographing any part of the vehicle and performing electrical diagnostics at the scrutineer's discretion.



5.2.5 The following technical regulations are set out in accordance with Motorsport UK specified format, and it should be clearly understood that if the following texts do not clearly state that you can do it; you should adopt the principle that you cannot.

5.2.6 The responsibility to prove eligibility is that of the Competitor at all times. For clarification of a Competitor, refer to the Motorsport UK Yearbook, Section B. Nomenclature & Definitions.

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

5.2.8 Presentation of a vehicle for scrutineering is a declaration by the Competitor that the vehicle is eligible for that event.

5.2.9 Vehicles which do not have wheels covered by bodywork are not eligible for these races.

5.3 SAFETY REQUIREMENTS:

5.3.1 All Motorsport UK Yearbook, Section K, Competitor Safety Criteria regulations apply.

5.3.2 Safety Roll-Over Structures: K1.0 to K1.8 applies.

5.3.3 Fire Extinguisher: K3.0 to K3.5 applies.

5.3.4 Main external circuit breaker: K8.1 to K8.5 applies.

5.3.5 Seat & Seat Mounting: K2.2 and K2.3 apply.

5.3.6 Seat Belts: K2.1 applies.

5.3.7 Race Clothing: K9.1 and K9.3 applies. Competitors are strongly advised to wear flame resistant, socks, underwear, and balaclava. Flame resistant gloves and shoes are mandatory. Motorsport UK Yearbook Regulation Q.12.1.1(c) applies. Crash helmets must comply with the requirements of Motorsport UK Yearbook K10.1 to K10.4 applies. FHRs are mandatory for all forms of circuit racing with the exception of period defined vehicles (pre-1977), which will remain as a recommendation. Motorsport UK Yearbook Q.12.1.1(e) applies.

5.3.8 TOWING EYES/STRAPS: Must be a contrasting colour to the surrounding area (usually either Day-Glo red or yellow) and must respect the requirements of Motorsport UK Yearbook Q.13.1.3.

5.3.9 REAR LIGHTS: A rear facing red high intensity fog light (or two where two are fitted as standard equipment by the vehicle manufacturer in question) Motorsport UK Yearbook, Section K5 applies.

5.3.10 COMPETITION NUMBERS / IDENTIFICATION: Cars must be fitted with the correct number, visible



from any vantage point as the vehicle passes. Motorsport UK Yearbook, Section J4 & Section Q.11.4 & 11.5(i, ii & iii) applies.

5.4 TYRES:

5.4.1 The only permitted tyres are from the Motorsport UK Yearbook L4 - List 1A, 1B & 1C. 4.6.2 No modification to tread pattern or depth is allowed.

5.4.2 STEERING: Steering wheels and steering columns are free providing Motorsport UK Yearbook Regulations J5.7.1 & J5.7.2 are respected.

5.5 WEIGHT LIMITS:

To follow

5.6 FUEL

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

Only fuel supplied by the organisers can be used during qualifying and race.

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

6.0 APPENDICES

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

7.0 RACE ORGANISING CLUBS AND CONTACTS:

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

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

C24H, Duckinfield House Farm, Hurst Lane, Glazebury, Warrington. WA3 5QA

- Tel: 07970 919371
- Email: club24uk@gmail.com



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

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

Motorsportuk.org/racewithrespect
#RaceWithRespect

The Values

Respect
Fair play

Integrity
Good Manners

Self-Control

I pledge to #RaceWithRespect and:

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

Any breach of these obligations may result in disciplinary action.