



PEUGEOT 206 GTI PRODUCTION CUP 2025 REGULATIONS



SPORTING REGULATIONS-GENERAL

1. TITLE AND JURISDICTION

The Track Action Peugeot 206 GTI production cup is organised and administrated by the Track Action Racing Club/British Automobile Racing Club on behalf of the Track Action Racing Club in accordance with the ~~General Regulations~~ **National Competition** of Motorsport UK Limited and the Series regulations.

The Series 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 the and any Supplementary Regulations for Series events and any Final or other event instructions issues and/or published.

Motorsport UK Series Permit Number: RS2025/038

Race Status: Interclub

Motorsport Series Grade:

2. OFFICIALS

Co-ordinator:	Vickie MacClinton and Emma Constable
Series Clerk of the Course:	N/A
Series Scrutineer:	MUK Appointed
Series Safeguarding Officer;	Vickie MacClinton

3. COMPETITORS ELIGIBILITY:

Drivers must

- Be registered with Track Action Racing Club
- Be in possession of a valid Motorsport UK Licence
- Agree to abide by the Motorsport UK Race With Respect campaign at all times to promote a safe, enjoyable and fair environment.

4. REGISTRATION:

- All drivers must register for the series by returning to the Series Co-Ordinator prior to the final closing date for the first round being entered the Series registration form which has been completed by them with payment for the registration fee.
- The Series Registration Fee is **£195:00** information is on the registration form
- Registration/Membership will be accepted from **6th January 2025** until the closing date of the last round of the series.



5. SERIES EVENTS:

ROUND	DATE	CIRCUIT	CLUB
1 / 2	20th April	Brands Hatch	BARC
3 / 4	3 rd May	Thruxton	BARC
5 / 6	17 th 18 th May	Silverstone	BARC
7 / 8	14 th 15 th June	Croft	BARC
9 / 10	5 th July	Oulton Park	BARC
11 / 12	10 th August	Donington	BARC
13 / 14	11 th October	Oulton Park	BARC
15/16	1 st 2 nd November	Brands Hatch	BARC

*All dates remain provisional and some may become one day events.

In accordance with [NCR Ch.12 App.2 Art.4 \(12.2.4\)](#), 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.

6. AWARDS:

All awards except garlands shall be provided by the Commercial Rights Holder.

Per Event: The organising club will present an award to the Top three in the race.

Awards and trophies are to be presented at each event.

Entertainment Tax Liability:

N/A

7. JUDICIAL PROCEDURE:

Rounds:

Rounds and Series: In accordance with the current ~~Motorsport UK~~ [NCRs](#) and Series regulations.

By registering for the Series all competitors, and their associates, commit to positively promote and demonstrate the Motorsport UK's Race with Respect Code.

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

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



B. SERIES RACE MEETINGS AND PROCEDURS:

ENTRIES:

- a. Competitors are responsible for sending in correct and complete entries, with the correct Entry Fee, to the Series Coordinator at the Track Action prior to the closing of entry dates as per the entry forms. The Entry forms are available on the website [Documents | Track Action](#)
- b. The Race Entry fee is £450:00
- c. 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 Series Coordinator receives the missing or corrected information. No entry will be capable of acceptance until the Series Registration Fees together with the Series Entry Fee
- d. Pursuant to NCR Chap 3 App 5 Any withdrawal of entry or driver/car changes made after acceptance of any entry must be notified to all of the Track Action Coordinator in writing. If driver/vehicle changes are made after the publication of Entry Lists with Final Instructions, the Competitor concerned will be accepted and bulletined at the event.
- e. 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. Otherwise, they will be held in the pit lane and be released to start the race after the last car to start the Green Flag Lap or last car to take the start has passed the start-line or pit lane exit whichever is the later. Such approval to start must be obtained from the Clerk of Course.
- f. 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.

BRIEFINGS:

Organisers shall notify competitors of the times and locations for all briefings in the Final Instructions or Official Race Day Bulletins for the meetings. Competitors must attend all briefings. Non-attendance will result in a fine of up to £180. For the avoidance of doubt such fines are passed to Motorsport UK.

PRACTICE / QUALIFICATION:

Practice sessions will be as per NCR Ch.12 App.6 Art.3 (12.6.3) . 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 Series 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.

QUALIFICATION CRITERIA:

Each driver should complete a minimum of 3 laps practice in the car to be raced and in the correct session in order to qualify for selection and order of precedence as set out in NCR Ch.12 App.6 Art.3 (12.6.3) Drivers practising out-of-session or qualifying by virtue of having raced at the circuit within the previous 12 months will be placed at the back of the grid. The Clerk of the Course and/or Stewards of the Meeting shall have the right to disqualify any driver whose practice times or driving are considered to be unsatisfactory as per Motorsport UK Regulation Q.12.4.

Starting Grids:

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

Race 1: Fastest lap set in the qualifying session.

Peugeot 206 GTI Production Cup 2025 Regulations V1 Draft



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

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 Meeting or by inadvertent display of the race finishing flag signals it shall still count as a full points-scoring round.

STARTS:

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

- a. 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.
- b. Start Procedure: In normal circumstances there will be a green flag signal lap. A 'two minutes' 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; 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 flag Signal is used, it will be waved from the start line to commence the green flag 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 up. Drivers should resume their correct grid positions with the minimum of delay. Any drivers unable to start the green flag signal lap or start the race are required to indicate their situation as per **NCR Ch.12 App.6 Art.6 (12.6.6)** Drivers may make up any lost grid position during this green flag 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 flag 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.

- a. 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 start line or pit exit lane whichever is the later.
- b. 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.

SESSION RED FLAG SIGNAL:

- a. Should the need arise to stop any race or practice, red lights will be switched on at the Start line and red flags signal 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 signal around the circuit.
- b. 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.
- c. 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.

Case A: Less than two laps completed by 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.



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 of part one [NCR Ch.12 App.6 Art.9 \(12.6.9\)](#). 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.

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 in accordance with [NCR Ch.12 App.6 Art.9 \(12.6.9\)](#)., unless the Clerk of the Course in consultation with the Stewards deem it appropriate to restart the race.

RE-SCRUINITY:

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.

PITS, PADDOCK & PITLANE SAFETY:

Pits & Paddock: Competitors must ensure that the Motorsport UK, Circuit Management and Organising Club Safety Regulations are complied with at all times. In addition, any paddock plan issued by the Organisers must be complied with and the minimum amount of space should be used when setting up.

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

Refuelling: May only be carried out in accordance with the Motorsport UK [General Regulations National Competition Rules](#), the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.

Speed Limit: Pit Lane Speed Limit will be 60 k.p.h.

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 Series Eligibility Scrutineer or his deputy.
- g) Attend any podium presentation that may be required.

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.

TIMING MODULES:

It is the Competitors responsibility to ensure that a working transponder is fitted to the vehicle in accordance with [NCR Ch.12 App.6 Art.2 \(12.6.2\)](#) 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.



QUALIFICATION RACES:

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

There may be occasions when, due to circumstances on the day, a scheduled race is not run, a race meeting is abandoned, or the circuit curfew is reached. The BARC will use its best endeavours to find space in another race meeting in the same season in order to run a replacement Series round; preference will be given to a race meeting 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 Series scoring rounds will be adjusted accordingly.

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

ADDITIONAL SPORTING REGULATIONS ISSUED FOR THE SERIES:

All competitors (for this clause meaning Entrants, Parents and Drivers) undertake with the Organisers to respect and uphold at all times the Regulations of the Series including the Series Commercial Undertakings which are a material term of the Series. It is acknowledged and agreed by Competitors that all and any amendments to Series Regulations including any Supplementary and or Final Instructions to competitors may be published only electronically on any of the Organisers' / Series website(s) and that it is the responsibility of competitors to ensure awareness of and conformity with all Series Regulations. Any driver competing in the Series may be called before a meeting of the Series Stewards who, at their discretion, may take further action that could include disqualification from part or all of the Series.

The Organisers may use any evidence available to them to request that the Series Stewards investigate any drivers who are deemed to show poor driving standards or bring the Series 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.

Series Stewards are also empowered to consider any request from a Series co-ordinator to penalise any Competitor for any breach of Series regulations and, after holding a formal hearing if they deem it necessary, to impose a penalty (subject to the rights of appeal).

The Organisers acting through any Official of the Meeting 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 Series to disqualify the relevant competitor from the relevant event and/or Series 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 Series race event.

One or more of the following may be imposed by the Series Stewards as appropriate:

- a) Reprimand.
- b) Fine. This may be also applied in the case of a driver receiving three reprimands from the Series Stewards in one season.
- c) Time Penalty.
- d) Suspension and/or Disqualification from all or part of the Series
- e) Disqualification.

The consumption of alcohol or drugs by competitors is strictly prohibited during a meeting and will result in disqualification and/or disqualification from the Series. For the avoidance of doubt the meeting 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.



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.

Teams running and preparing cars for competitors must provide proof of public liability insurance in to The Track Action Racing Club

MOTORSPORT UK RESPECT CODE:

By registering for the Series 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 Series organisers may issue warnings or require remedial actions and/or report the matter to the Series Stewards who may impose appropriate penalties which can include loss of Series points and/or race bans through to Series Expulsion and referral to the Motorsport UK.

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

- a) Everyone should recognise that there are different groups within the racing family who should all be treated appropriately.
- b) Everyone should create a welcoming, friendly, and safe environment and at all times be treated politely, fairly and with respect.
- c) 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.
- d) Respect should be shown to all competitors and their families, applauding their success, and respecting the decisions made by officials.
- e) 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.
- f) 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 at the end of these regulations

OPERATION OF SAFETY CAR:

The Safety Car will be brought into operation and run-in accordance with [Motor Sport UK](#)

ONBOARD CAMERAS:

It is advisory to use onboard cameras if needed for judicial purposes.



9. PENALTIES:

All penalties will be in accordance with the current [Motorsport UK NCR Chapter 2](#) and these Regulations.

- a. Infringements of Technical Regulations:
- b. Arising from post practice Scrutineering or Judicial Action:

Arising from post session Scrutineering: Minimum Penalty: Disqualification from session unless an exceptional reason exists not to do so. This decision will be made by the clerk of the course following appropriate judicial action,
- c. **as per NCR Ch 2 App 8 Art 1.10. NCR Ch2 App 8 Art 2.1 is not to be applied as a result of judiciary action under Ch2 App 8 Art 1.10.**
- ~~d. Arising from post race Scrutineering or Judicial Action:~~
- ~~e. Minimum Penalty: As per the~~
- ~~f. For infringements deemed to be of a more serious nature the Clerk of the Course may invoke the provisions of the MUK~~
- g. All infringements of non-technical and the ~~Sporting Regulations~~ **National Competition Rules** will be dealt with in accordance with these Series Regulations and the **NCR's**
- h. If a driver is disqualified from a race then the fact of disqualification from that race will still count as a Series score of zero and the Clerk of the Course has the discretion to refer the matter to the Series Stewards for consideration by them of imposition of further or additional penalties as provided in the **NCR's** and further the Series Stewards hereby have the additional authority to impose a penalty as though they were empowered by virtue of **the NCR's** to suspend a competitor's participation in the Series for a stated period. Penalties imposed by the Series Stewards carry the rights of appeal provided in the **NCR's**
- i. In order to maintain standards of conduct, the Series Organisers will monitor all Officials/Observers reports of adverse behaviour at race meetings. If any individual is included on two such reports during one racing season the Series Organisers will request the Clerk of Course at future race meetings to consider specific observation of that driver's conduct.
- j. **NCR's Ch.12 App.1 Art.1 (12.1.1)** 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 Supplementary Regulations issued for this event and the ~~General Regulations of the Motorsport~~ **National Competition Rules**. As the Parent/Guardian/Guarantor I confirm that I have acquainted myself with the ~~Motorsport UK General Regulations~~ **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 in **Ch.12 App.1 Art.1 (12.1.1)**
- k. Any Competitor who is penalised under the Series Sporting Regulations at any stage of a Series event and receives an allocation of penalty points on their race licence in accordance with Motorsport UK regulations, will - subject to any outstanding Appeal to the Stewards of the Meeting and / or MSC (ASN) National Court- receive a grid slot penalty This penalty will be applied at the next round in which they compete following the allocation of penalty points, equal to the number of penalty points which were allocated. Double headers will be considered as two separate rounds; however, if the decision to allocate penalty points is delayed such that further round/s of the Series have taken place since the offence, the grid slot penalty will be implemented at the next round in which they compete after the allocation of the penalty points.
- l. The penalty will mean that a competitor will be moved back grid slot places from their grid position (e.g. if a Competitor with a three grid slot penalty had a qualifying time that was good enough for pole position then the Competitor will start fourth on the grid). 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 meeting 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 Series race event then the competitor shall have 5 seconds added to the elapsed race time of that competitor in the final Series race in which the competitor took part and which event must count as a scoring Series race.
- m. Additional specific Series penalties
- n. The attention of competitors is specifically drawn to **NCR's Ch.12 App.12 Art.1 (12.12.1) Ch.12 App.5 Art.2 (12.5.2) and Ch.12 App.6 Art.3 (12.6.3)** in relation to driving standards, track limits and penalties available for any breaches.



10. TECHNICAL

INTRODUCTION:

These regulations are for the Peugeot 206 GTi Production Cup, cars are to run as close to production specification as safety and reliability allows. As a guide if your car has something on it that wasn't there when it left the showroom i.e., not to manufacturer's specification, then it shouldn't be there. Unless it states that you can within these regulations assume you can't. All cars must comply with the [NCR Chap 1 App 1](#)

11. DESCRIPTION:

The 206 GTi Cup is for the Peugeot 206 GTi only in 136bhp engine configuration manufactured between 1999- 2006. All cars must comply with [excluding emissions], though do not require, a valid MOT. No modifications to the car or parts as sold/supplied by the manufacturer or OEM, unless otherwise stated in these regulations. Where parts are replaced, they should be within manufacturer's or OEM specification for this model. In the interest of cost, non-generic replacement parts can be used where it can be shown and proven to be of the same material, manufacturing process, form, shape function dimensions and fit without modification as per the original.

12. CHASSIS:

No chassis stiffening allowed apart from that derived from fitting a roll cage and upper strut brace to the front only.

13. VEHICLE WEIGHTS:

Minimum **1050 kg** including driver and any residual fuel. Weights will be checked at random

14. CAR-EXTERIOR:

No alterations to the shape of standard bodywork, which must retain its original silhouette. Standard wing mirrors must be retained. Front wiper blades must function but can be replaced as a single blade. Rear wiper blade can be removed. All lights function. All weather strips/channels must remain. Any replacement body panels must be original shape and material. No modifications may be made to the body work other than for repair. Exterior trim should remain standard, no widening of the wheel arches is permitted unless on production car. Holes may be cut into the rear valence at the exhaust moulding height. Bonnet and engine cover to be in normal closed position no nonstandard gaps. No use of tape to fill shut lines. Glass may be replaced with polycarbonate subject to the [NCR's](#)

15. CAR-INTERIOR:

Dashboard must remain in situ, but radios, speakers, etc can be removed along with associated ducting/wiring. It is recommended the windscreen heating/demist system remains. Steering wheel may be replaced. Glass sunroofs were fitted by manufacturers must be removed and the opening closed in accordance with the [NCR's](#).

Electric window motors and door cards can be removed but exposed doors must be covered in accordance with Motorsport UK regulations. All instruments to remain standard. All other furniture, door cards, roof lining, sound deadening, and original seatbelts may be removed. Interior body panels may be removed so long as its removal does not affect the rigidity of the vehicle and safety of the driver and/or passenger.

16. GROUND CLEARANCE:

It is permitted to alter the ride height, but the car must be no less than 75mm from the ground in race trim with the driver onboard, either stationary or moving.



17. ELECTRICS:

Ignition system standard. Coil pack free. All lights operative to the NCR's. Rain light to be fitted to the NCR's. Batteries may be relocated, to the NCR's and to be capable of repetitive starts from the battery. Standard alternator and pulley to be retained. The key start system can be replaced with a push button starter.

18. ENGINE:

The engines must be standard specification 2ltr, 138bhp at flywheel; An allowance of 10bhp allowed for upgrades in exhaust /filters etc. No internal performance enhancing modifications whatsoever to the engine are allowed, for example no polishing or porting of the cylinder head, no alternative cams or high compression pistons. The use of OEM or aftermarket components only to be used for rebuilds which should be within the tolerances set down by the manufacturer.

- a) Oil/Water Cooling- Radiator to be standard in terms of capacity and location. Fan panel/housing to remain standard. An oil cooler can be added. Air ducting may be used to cool engine and/or front brakes. Standard sump to be retained NO baffled sumps allowed.
- b) Induction System- Up to the throttle body, aftermarket air filters allowed [filter must be branded item available commercially i.e., no one off specials] and must be fitted in the engine bay.
- c) Exhaust System – Standard manifold to be retained remainder including silencer free. [Ensure you meet the circuit noise restrictions].
- d) Engine management – Standard ECU only to be used [no remapping].
- e) Fuel System –Fuel pump to remain standard, fuel lines and filters are free No additional fuel pressure regulation allowed.

19. TRANSMISSION:

Must remain standard [gearboxes, ratios etc] for the model being raced with no internal modifications allowed. Up-rated gear linkage permitted. Flywheels to remain standard

20. SUSPENSION:

1. Permitted- Up-rated/lowered springs are permitted. Only up-rated Prosport LZT/DZT front dampers can be used. Rear dampers are free. Rear Torsion bar free thickness free so long as it is to Peugeot 206 GTi specification. Anti-roll bars are free but must not be adjustable by driver whilst seated. Top mounts remain standard; however, the mounting holes may be extended 11mm either side latitudinally to allow adjustment. Up-rated adjustable anti roll bar drop links are permitted, providing they are not adjustable in length. Camber bolts are permitted. Standard chassis bump stops must be fitted in standard position. Polybush replacements are permitted.
2. Prohibited – Modifications to suspension pick up points, cock pit adjustable anti roll bars with driver seated, offset or adjustable suspension strut mounts. Adjustable spring platform. Hub carrier brackets. Rose joints/rod ends in any suspension component. Any modifications restricting a wheel from reaching its fully dropped position.
3. Wheelbase and track to remain standard for the model being raced, other than spacers up to 10mm per wheel permitted.

21. BRAKES:

Brake discs must be standard size. Cross drilling, pimpled, slotted or grooved allowed. Pads free. Hoses free. Handbrake standard and must function. Air ducting may be used to cool engine and/or front brakes. Brakes bias adjustment permitted but must not be adjustable during a race. ABS system removal permitted.

22. WHEELS/STEERING:

Wheels restricted to the sizes offered by the manufacturers for the vehicle being raced. Alternative wheels may be used if they conform to the size requirements. Steering locks to be removed.



23. TYRES:

The designated control tyre for the 2025 season, is the NS2R NANKANG and the UNIROYAL RAIN SPORT 5 only 15 or 16 inch rims.

24. FUEL TANK/FUEL:

Tanks must be standard in type and position. Fuel to be high street pump fuel e.g., Shell, Tesco. No 102 RON or above, and no race fuel or additives allowed.

25. 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 Series Stewards and / or the Motorsport UK / MSC.

DECALS:

- a. Series 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.
- b. 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:
 - I. No additional advertising is permitted on transparent surfaces of the car.
 - II. The display must not be offensive.
 - III. It should not interfere with the easy identification of the race numbers.
 - IV. Tobacco related advertising is prohibited.
 - V. Advertising conflicting with the Series / BARC and/or any of their sponsors is not permitted, unless with written consent from the conflicting Series sponsor

All Series decals will be provided to competitors by the Track Action Racing Club

SOCIAL MEDIA:

- a. 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.
- b. If, at the sole discretion of the Series Coordinator and the Series 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:
 - I. Formal Reprimand
 - II. Fine to a maximum of £5,000
 - III. Loss of Series points
 - IV. Disqualification from all or part of the Series

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.

Competitors are reminded that in accordance with the NCR’s 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 Series.

SAFEGUARDING:

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.

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.

RACE ORGANISING CLUBS AND CONTRACTS:

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

Tel: 01264 882200

Fax: 01264 882233

E-mail: competitions@barc.net

Series Co-Ordinator:

Name: Vickie MacClinton

Tel: 07449555081

Email: coordinator@trackaction.org

Eligibility Scrutineer:

Name:

Email:

Series Safeguarding Officer

Name: Vickie MacClinton

Tel: 07449555081

Email: vickiemacclinton@gmail.com

26. RACE WITH RESPECT:



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

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

Motorsportuk.org/racewithrespect

[#RaceWithRespect](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.

DRAFT