



2021 Classic Touring Car Championship



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

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1. SPORTING REGULATIONS - GENERAL

1.1 TITLE & JURISDICTION:

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

Motorsport UK Championship Permit No: **CH2021 / R045**

Race Status: Interclub

Motorsport UK Championship Grade: Grade C

1.2 OFFICIALS:

1.2.1 Co-ordinator: David Wheadon

1.2.2 Championship Eligibility Scrutineer: Stuart Taylor

1.2.3 Championship Stewards:
Pat Blakeney
Dennis Carter
Dale Wells
Guy Woodward

Any three of the Championship Stewards may sit to make a decision. In accordance with G2.7, Championship Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved Championship regulations. Under G2.7.1, Championship Stewards are also empowered to consider any request from the Championship co-ordinator to penalise any Competitor for any breach of Championship 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). Under W2.2.1, the Championship Stewards can only adjudicate upon any disputes, irregularities or appeals arising from the approved Championship Regulations. They are also empowered to consider any request from the Championship Co-ordinator to penalise any Competitor for breach of Championship Regulations and after holding a formal hearing, to impose a penalty in accordance with C.2.1, subject to the rights of appeal to the MSC provided in Section C.

1.2.4 Championship Clerk of the Course: N/A

1.2.5 Championship Drivers Representative: Colin Gibbons

1.3 COMPETITOR ELIGIBILITY:

1.3.1 Entrants must:

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

1.3.2 Drivers and Entrant/Drivers must:

- (a) be current racing members of the BARC and
- (b) be registered for the Championship.
- (c) be in possession of valid Competition Race Club status Licence, as a minimum or
- (d) Or be in possession of the highest grade of national Race licence or valid FIA International Licence, together with their ASN's written consent ((H)25.2. and FIA ISC Article 2.3.7.b applies).



- (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.

1.3.3 All necessary documentation must be presented for checking at all rounds when signing-on. This will include both the competition licence and club membership card.

1.4 REGISTRATION:

1.4.1 All competitors must register for the Championship by returning the Registration Form with the Registration Fee to the Co-ordinator prior to the closing date for entries for the first round being entered.

1.4.2 There is no Registration Fee.

1.4.3 Registration numbers issued will be the permanent Competition numbers for the Championship season.

1.5 CHAMPIONSHIP EVENTS:

The Championship is scheduled to be contested over 6 meetings as follows:

EVENTS:	DATE:	CIRCUIT	CLUB
1 & 2	27 th /28 th March	Silverstone International	BARC
3 & 4	24 th /25 th April	Cadwell Park	BARC
5 & 6	31 st May	Donington Park	BARC
7 & 8	3 rd /4 th July	Castle Combe	BARC
9 & 10	31 st Jul/1 st Aug	Brands Hatch Indy	BARC
11 & 12	18 th /19 th September	Snetterton 300	BARC
13 & 14	17 th October	Mallory Park	BARC

1.6 SCORING:

1.6.1 Points will be awarded to Competitors listed as classified finishers in the Final Results as follows:

- (a) Three or more starters: 1st – 12, 2nd – 9, 3rd – 6, 4th – 4, 5th – 3, 6th – 2, 7th – 1,
(b) Two or less starters: 1st – 6, 2nd – 3, 3rd – 1,

In addition, one point will be awarded to every driver starting each race from the grid and one further point will be awarded to the driver setting the fastest race lap in each class except when there is only one starter in the class.

1.6.2 The totals from all qualifying Events run will determine final Championship points and positions.

1.6.3 Ties shall be resolved using the formula in W1.3.4, in the current Motorsport UK Yearbook.

1.6.4 Where the race distance has been reduced in accordance with article 2.6 below, it shall still count as a full-points scoring round.

1.6.5 Competitors not registered for the Championship may be permitted on an individual round basis and:

- (a) will be deemed “Guest Competitors”.
(b) will not score points and for the purpose of points scoring will be ignored.
(c) will not be required to display the club sticker kit on your car.
(d) must comply with the eligibility criteria as prescribed in article 1.3 above, with the exception of 1.3.1 (a & b) and 1.3.2 (a & b) as appropriate.



1.7 AWARDS:

1.7.1 All awards are to be provided by the CTCRC.

1.7.2 Per Event - A garland will be presented to the winner of each race.

1.7.3 Championship - A trophy will be awarded to the overall Championship winner.

1.7.4 Presentations - Awards will be presented at the end of each Event and/or at the end of the Championship at the designated presentation ceremony. Attendance at any such ceremony is mandatory and failure to attend may result in the loss of all awards.

1.7.5 Entertainment Tax Liability:

Prize money and Bonuses shall be posted to the Entrants within thirty days of the results being declared final after each Event. In accordance with current government legislation, the BARC is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women and account to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsmen/women. That is, those persons who do not have a normal permanent residence in the UK and the UK does not include the Isle of Man, Channel Islands or Eire. This means that, as the organiser, the BARC is required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents. Under certain circumstances, it may be possible for competitors to enter into an agreement with the Inland Revenue to limit the tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before the payment is due.

For further information contact:

HMRC Personal Tax International, Foreign Entertainers Unit, St John's House, Merton Road, Liverpool L75 1BB, Tel: 01514 726488, Fax: 01514 726483.

1.7.6 Title to all Trophies:

If Provisional Results or Championship Tables are revised after any presentations and these revisions affect the distribution of awards the Competitors concerned must return them to the organisers in good condition within 7 days.

2. CHAMPIONSHIP EVENT MEETINGS & RACE PROCEDURES

2.1 ENTRIES:

- 2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date 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 acceptance of any entry must be notified to the Meeting Organisers in writing. D25.1.13 applies.
- 2.1.4 The Entry Fee for each event shall be specified in the SRs and on the entry form.
- 2.1.5 Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.

2.2 BRIEFINGS:

Organisers should notify Competitors of the times and locations for all briefings in the Final Instructions for the meetings. Competitors must attend all briefings.

2.3 QUALIFICATION PRACTICE:

- 2.3.1 Should any Practice session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session; the decision of the Clerk of the Course shall be final.
- 2.3.2 Each driver shall complete a minimum of 3 laps in the car to be raced and in the correct session, in order to qualify. Any car qualifying out of session is subject to Q.12.4.2.

2.4 RACES:

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or re-run the race (Q.12.15) in addition article 1.6.4 above applies.

2.5 STARTS:

- 2.5.1 All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet.
- 2.5.2 The start will be via a Standing start (except BOSS / Classic Thunder which will be a rolling start). The countdown procedure and audible warning sequence prior to the start of the race shall be:

SIGNAL	INSTRUCTION
1 Minute	Start engines and clear the grid
30 Seconds	Be prepared for start of the Green Flag Lap
Green Flag	Complete one lap and reform in grid positions
5 Seconds	The grid is complete, prepare for start
The red lights will be switched on five seconds after the 5 second board is withdrawn and will be extinguished between 2 and 7 seconds later	
Red Lights Off	Race Start

- 2.5.3 Any car removed from the grid or driven into the pits on the Green Flag lap shall be held in the pit lane and may start the race after the last car to take the start from the grid has passed the start-line or pit lane exit, whichever is later.
- 2.5.4 Any driver unable to start the Green Flag/Pace lap or start is required to indicate their situation as per Motorsport UK Regulation Q.12.11.2. In addition, any driver unable to maintain their grid position on the Green Flag Lap, to the extent that all other cars are ahead of them, may complete the Green Flag lap but must remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.
- 2.5.5 In the event of any starting lights failure the Starter will revert to use of the National Flag once all competitors have been advised of the fact.



2.5.6 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.

2.5.7 **ROLLING STARTS FOR BOSS & CLASSIC THUNDER**

The Starting grid will be set up as per the grid issued by the Assembly Area Marshals. Cars will leave the assembly area behind the safety car and commence to the grid. Once at the grid, all race cars will be put into position. Once gridded up and under the orders of a countdown to the green flag, the safety car will commence on a green flag lap around the circuit with the race cars following in grid order. After the last corner on the green flag lap, the safety car will extinguish its lights, and pull into the pit lane. The race car in pole position will now become the leader of the pack. All race cars are to drive in grid order towards the start/finish Line. The starting lights will be illuminated Red as the grid rolls towards the start/finish Line. Once the red lights are extinguished, the race will start.

2.6 **SESSION RED FLAG:**

2.6.1 Should the need arise to stop any race or practice; red lights will be switched on at the Startline and red flags will be displayed at the Startline and at all Marshals Signalling Points around the Circuit. This may be supplemented by the showing of red lights around the circuit.

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pit lane, during practice, and to the starting grid area, during a race, unless otherwise directed by officials.

2.6.2 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 in the Pits may not re-join the grid.

2.6.3 All Competitors who are able to take part in any restarted race may do so in accordance with Q.12.16.

2.7 **PITS, PADDOCK & PITLANE SAFETY:**

2.7.1 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.

2.7.2 Pit lane: The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take all due care and respect the pit lane speed limits. No-one under the age of 16 is permitted access to the pit lane unless they are the holder of a Motorsport UK Junior Race licence

2.7.3 Refuelling: May only be carried out in accordance with the Motorsport UK General Regulations, the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.

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

2.8 **RACE FINISHES:**

After taking the Chequered Flag drivers are required to:

- a) progressively and safely slow down
- b) remain behind any competitors ahead of them,
- c) return to the Pit Lane Entrance/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,
- g) Attend any podium presentation that may be required.



2.9 RESULTS:

All Practice Timesheets, Grids, Race Results are to be deemed Provisional until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures. (Motorsport UK regulation D26.3)

2.10 TIMING MODULES:

It is the Competitors responsibility to ensure that a working transponder is fitted to the vehicle in accordance with Q.12.8.1. No electronic equipment may be placed within five metres of any official timing line and any breach of this may result in the confiscation of the equipment concerned.

2.11 QUALIFICATION RACES:

There is no provision for Qualification races to be run.

2.12 OPERATION OF SAFETY CAR:

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

2.13 ONBOARD CAMERAS:

Cameras may 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, Stewards and Championship organisers may make use of any such footage in reaching their decisions on any judicial matters.

3. SPECIFIC CHAMPIONSHIP REGULATIONS

- 3.1 Where it is planned to hold two Championship races, there shall be only one qualifying session scheduled. The fastest time set in qualifying will set the grid for the first race and the result of the first race will set the grid for the second race. Any Competitors who did not finish the first race may start the second from the rear of the grid in reverse order of retirement.
- 3.2 The standard minimum scheduled distance shall be 20 minutes where a single race is planned and where two races are planned, they will be of 15 minutes each, whenever practicable. Should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the Meeting, it shall still count as a full-points scoring round.
- 3.3 A driver may only race the car in which he/she set a Qualifying time no replacement cars are permitted.
- 3.4 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.
- 3.5 The Classic Touring Car Championship will be sub-divided into six categories each with a separate class structure as follows:
- | | |
|---|-------------|
| 1) Poultec Classic Racing Engines Pre-66 Touring Cars | (Pre-66) |
| 2) Group 1 Touring Car Championship | (Pre-83) |
| 3) LASER Pre-1993 Touring Cars | (Pre-93) |
| 4) Simply Services Pre-2003 Touring Car Championship | (Pre-03) |
| 5) Burton Power Blue Oval Saloon Series | (Blue Oval) |
| 6) Edmundson Electrical Classic Thunder Saloons | (Thunder) |

4. PENALTIES

All penalties will be in accordance with Section C of the current Motorsport UK Yearbook and these 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 Regulations: C3.3.

4.1.2 Arising from post-race Scrutineering or Judicial Action:

Minimum Penalty: The provisions of Motorsport UK Regulations: C3.5.1a and b.

For infringements deemed to be of a more serious nature the Clerk of the Course may invoke the provisions of Regulation C3.5.1c. However, if the Clerk of the Course believes that there is some mitigation surrounding the infringement then C3.5.1c need not be implemented.

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 General Regulations of Motorsport UK.

4.3 Additional specific Championship penalties:

4.3.1 Any Competitor adjudged to have made a false start or breached any part of the start procedure will be penalised by means of a ten second penalty being added to his total race time.

4.3.2 Breaches of 2.7.4 will usually be dealt with by means of a fine of up to £10 per k.p.h. above the limit in qualifying and by means of a "drive through" penalty during races.

4.3.3 Any Competitor excluded from the results of an Event will not be allowed to count the score as part of any dropped scores.



- 4.3.4 Any Competitor may be called before the Championship Stewards who at their discretion may take further action against the Competitor. This may include, but is not limited to, the loss of Championship points, a fine to a maximum of £10,000 or exclusion from part or all of the Championship.
- 4.3.5 The Clerk of the Course may impose a "Stop / Go" or "Drive through" penalty for a breach of regulations, in accordance with Q 12.6.
- 4.3.6 Any vehicle not carrying the mandatory Championship decals may be subject to a fine of £100 for the first infringement and then £500 for any subsequent infringement.



5. APPENDICES

The following Commercial Regulations are not subject to the Judicial processes of either the Championship Stewards and / or the Motorsport UK / MSC.

- 5.1. The Classic Touring Car Championship is aimed at providing close racing for a wide variety of cars and it must remain a non-contact sport at all times. The Organisers acknowledge that racing incidents do happen, however there will be no acceptance of any aggressive driving of any kind. In accordance with the Motorsport UK regulations penalties will be applied to drivers who do not comply with this principle. Competitors are reminded that the majority of these cars are getting rare, to that extent parts are getting to be harder to find and most of these cars are not run-on big budgets. Therefore, you are requested to race accordingly, remembering this is club racing and it should be an enjoyable experience for everyone involved.

5.2 Social Media:

Drivers and their supporters are reminded about the use of social media. Regulation 5.2 of the Championship Regulations clearly states the position, and anyone found in breach of 5.2 will be dealt with accordingly. A negative or derisory comment on social media can be seen instantly by many people. This may include one or more of our sponsors, hence the need for restraint. There can be, and have been, serious consequences caused by the misuse of social media. Therefore, if a driver considers that they have a genuine issue that needs resolution they should use the appropriate channel either the Championship Co-ordinator or Championship Committee

- 5.3 Anyone posting anything derogatory, defamatory, insulting, unfavourable or disrespectful in relation to the Championship or Series – including any of its participants, officials, partners, or supporters – in any form of Social Media, would be dealt with in the same manner as if he comments had been published in the traditional print/broadcast media. In the worst instance this could mean exclusion from the championship/series, in the least it will be a deduction of points.

NB: for the avoidance of doubt the Motorsport UK may of course take any action as it considers appropriate, in addition to any action taken by the Championship Stewards.

5.4 **Race Organising Clubs and Contacts:**

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

Contact: David Wheadon
Tel: 01264 882200
Fax: 01264 882233
E-mail: dwheadonb@barc.net

Championship Eligibility Scrutineer:

Name: Stuart Taylor
Tel: 07774 018778
Email: tsport7@icloud.com

Drivers Representative:

Name: Colin Gibbons
Tel: 07814 052142
Email: colin.gibbons@classictouringcars.com