

Sporting and Technical Regulations  
2025



## 2025 Snetterton Saloons Sporting & Technical Regulations

The 2025 Snetterton Saloons Series is for one or two drivers in accordance with Motorsport UK National Competition Rules (NCR) and the following Series regulations.

### 1. SPORTING REGULATIONS – GENERAL

#### 1.1. TITLE & JURISDICTION:

The 2025 Snetterton Saloons is a series of standalone races, organised and administered by Snetterton Saloons / MotorSport Vision Racing (MSVR) in accordance with Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these series Regulations.

Series Permit:

Race Status: Interclub

The Snetterton Saloons is a series comprising of standalone races for Competitors participating in saloon, hatchback, coupe and convertible cars.

#### 1.2. OFFICIALS:

Series Coordinator: Julian Newman

Series Scrutineer: Nigel Thorne

#### 1.3. COMPETITOR ELIGIBILITY:

##### 1.3.1 Entrants must:

- (a) be current members of Snetterton Saloons and MSVR
- (b) be Registered for the Series and
- (c) be in possession of a valid Motorsport UK Entrants Licence.

##### 1.3.2 Drivers and Entrants must:

- (a) Be current Members of (Snetterton Saloons) & MSVR and
- (b) be Registered for the Series and
- (c) be in possession of valid Competition (Racing) 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 (NCR Ch.6 App.3 Art.1.6 and FIA ISC Article 2.3.7.b applies)
- (e) \*If participation in the Series 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 Series. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.
- (f) The organisers reserve the right to refuse to issue a guest invitation and/or accept the registration of any applicant on reasonable grounds such as car being of the wrong type or level of modification.

1.3.3 All necessary documentation must be presented for checking at all rounds when signing-on.

1.3.4 Membership of MSVR and Snetterton Saloons is free on entry into an event.

#### 1.4. REGISTRATION:

1.4.1 All teams must register to compete in the Series online at: [www.snettertonsaloons.com](http://www.snettertonsaloons.com)

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- 1.4.2 The Registration Fee is Free to £55 (Depending on tier)- payable via the Snetterton Saloons website.
- 1.4.3 Registrations for the series will be accepted from 1<sup>st</sup> November 2024 until the closing date for entries to the penultimate round.
- 1.4.4 Acceptance or rejection of registrations is entirely at the discretion of the series officials.

### 1.5. ROUNDS:

- 1.5.1 The 2025 Snetterton Saloons series will be held over six meetings:

Date	Venue	Organising Club
06/04/2025	Snetterton 300	BRSCC
18/05/2025	Snetterton 300	BRSCC
07/06/2025	Snetterton 300	MSVR
19/07/2025	Donington Park GP	MSVR
09/08/2025	Snetterton 300	MSVR
20/09/2025	Snetterton 300	MSVR

Full details and a race calendar can be found at [www.snettertonsaloons.com](http://www.snettertonsaloons.com)

### 1.6. SCORING

- 1.6.1 Snetterton Saloons is a series of standalone races and there is no accumulation of points.

### 1.7. AWARDS:

- 1.7.1 Trophies and additional awards may be provided at the Organisers' discretion
- 1.7.2 In accordance with current government legislation, Snetterton Saloons & MSV Racing is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women. That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or Eire. This means that, as the organiser, Snetterton Saloons & MSV Racing 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:-  
The Inland Revenue, Foreign Entertainers Unit, Centre for Non-Residents, St John's House, Merton Road, Merseyside L69 9BB. Tel: 0151 472 6488 Fax: 0151 472 6483.

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### 1.7.3 Title to all Trophies:

In the event of any Provisional Results being revised after any provisional presentations and such revisions affect the distribution of any awards the Competitors concerned must return such awards to the series Coordinator in good condition within 7 days.

### 1.8. TEAM RADIOS:

1.8.1 In the interests of safety, team radios are permitted (in accordance with NCR Ch.12 App.4 Art.4.12).

1.8.2 The driver/team will at all times comply with the terms and conditions specified from time to time by Ofcom and other official bodies (e.g. an airport authority) for the use of their frequency. (NCR Ch.12 App.4 Art.4.12)

### 1.9. CANCELLATIONS & REFUNDS:

If a race entry is withdrawn, no refunds will be offered. However, if a withdrawal is received by the Series Organiser 14 days prior to the race, a credit will be offered towards the next race. A £20 administration charge will be incurred. Withdrawals made within 14 days of a particular race will not be subject to any credit being offered.

No refunds or credits can be offered for Snetterton Saloons registration packs.

Snetterton Saloons or MSVR may cancel, postpone or alter any Date(s) or Track Time of the Event(s) in accordance with the requirements of any Governing Body and whether for reasons of Force Majeure or otherwise. In the case of cancellation or postponement, MSV shall notify the competitor of any such cancellation or postponement as soon as reasonably practicable. MSVR reserve the right to reduce Track Time during the course of the event, whether for reasons of Force Majeure or otherwise, without any repayment to the competitor.

## 2. SERIES 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 or Entry or Driver/Car changes made after acceptance of any entry must be notified to the Meeting Organisers in writing. NCR Ch.3 App.11 Art.1.1.1 applies. If Driver/Vehicle changes are made after publication of Entry Lists with Final Instructions the Competitor concerned must apply for approval of acceptance by the Stewards of the Meeting BEFORE Signing-On.

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. All Reserves will practice and replace 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, the times set in Practice shall determine their grid positions. If Reserves are given places after publication of the

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grid sheet and prior to cars being collected in the Official "Assembly Areas" they will be placed at the rear of the Grid and be started without any time delay.

- 2.1.6 Acceptance of entries will be in accordance with NCR Ch.4 App.3 Art.4.4 and NCR Ch.6 App.1 Art.10 – 11. The following prioritisation being applied i) Championship contenders first in consultation with the Series Organisers and Team Captains, ii) registered competitors who have taken part in previous rounds and iii) registered competitors competing for the first time in the Championship. (NCR Ch.4 App.3 Art.4.4). In the event of over subscription, a reserve list of up to 20% of the grid will be accepted on the basis of the above.

### 2.2. BRIEFINGS:

The organiser will 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 (NCR Ch.12 App.6 Art.3.1). 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 NCR Ch.12 App.6 Art.3.1.

### 2.4. RACES:

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race [NCR Ch.12 App.6 Art.9].

Cars which require any mechanical assistance (for the avoidance of doubt, this includes any form of tele-handler or recovery vehicle) will not be permitted to re-join the race. Cars pushed by hand by the marshals will be permitted to continue. This rule will take effect as soon as the vehicles have left the assembly area.

### 2.5. PIT STOP RACES

- 2.5.1 Each car will make a mandatory pit stop which must be a minimum of 90 seconds in length. This will be timed from the entrance of the pit lane to the exit of the pit lane. These points will be indicated by boards in the pit lane indicating the start of the pit lane speed limit and the end of the pit lane speed limit. Failure to meet the minimum duration of the pit stop will result in a one-lap penalty.
- 2.5.2 The mandatory pit stop must be completed between 15 & 30 minutes after the start. Driver changes will only be permitted during the stationary period of the pit stop.
- 2.5.3 In all cases seat belts must not be loosened or unfastened before the car comes to a complete stop and must be securely fastened before the car moves off.
- 2.5.4 Failure to make a pit stop during the Pit Stop Window will result in a two-lap penalty.
- 2.5.5 For the avoidance of doubt, a short stop out of the pit stop window will result in a three-lap penalty.
- 2.5.6 Failure to make a mandatory pit stop will result in exclusion from the race results.

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2.5.7 The Organisers reserve the right to increase the mandatory pit-stop length for any competing car(s) at their discretion. Such increases to pit-stop length will be communicated in the Final Instructions or by bulletin before the start of the race. The maximum additional mandatory pit-stop time will not exceed an additional 90 seconds.

### 2.6. RACE 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 rolling start. The organisers may vary the start procedures at any point prior to race by issuing a series bulletin.

2.6.3 The minimum countdown procedures/audible warnings sequence shall be:-

Start Procedure: In normal circumstances there will be one pace lap.

- 1 minute to start of Pace Lap - Start Engines/Clear Grid.
- 30 Seconds - Visible and audible warning for start of Pace Lap.
- Starts will use a 2 by 2 grid and a rolling start
- The Red Lights will be switched on once the Safety Car has left the circuit
- Cars must retain their 2 by 2 formation until the race start is indicated by the extinguishing of the red lights and the pole sitting car has crossed the control line.
- Overtaking is permitted before the control line after the extinguishing of the red lights and the pole sitting car has crossed the control line.

2.6.4 Any car removed from the grid after the 1 minute stage or driven into the pits on the Pace lap shall be held in the pit lane and may start the race after the last car has passed the start line or pit lane exit, whichever is the later to take the start from the grid.

- a. Any driver unable to start the Pace Lap or start are required to indicate their situation as per NCR Ch.12 App.6 Art.6.11. In addition, any driver unable to maintain grid positions on the Pace Lap, to the extent that ALL other cars are ahead of them, may complete the Pace Lap but must remain at the rear of the grid until they have crossed the control line at the race start.
- b. In the event of any starting lights failure the Starter will revert to use of the National Flag.

**Any change in the above procedure will be detailed in Final Instructions, by bulletin or by drivers briefing.**

### 2.7. SESSION RED FLAG:

Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Start line and RED LIGHTS/FLAGS will be displayed at the Start line and at all Marshals Signaling Points 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 which will automatically become a Parc Fermé area, unless otherwise directed by officials.

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Cars may not enter the Pits unless directed to do so. Work on cars already in the Pits must cease when a race is stopped.

### 2.8. PITS, PADDOCK & PITLANE SAFETY:

- 2.8.1 Pits & Paddock: Entrants must ensure that the Motorsport UK, Circuit Management and Organising Club Safety Regulations are complied with at all times. The onus shall be on all drivers to ensure safe working practices are adhered to (in line with the event supplementary regulations) both in the pit lane and paddock during the course of the race weekend.
- 2.8.2 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 drive at minimum speeds in pit lanes.
- 2.8.3 Refueling: May only be carried out in accordance with the Motorsport UK NCR's, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting. **Refueling is not permitted during qualifying or the race.**
- 2.8.4 Speed Limit: Pit Lane Speed Limit will be 40 km/h unless advised otherwise by the Supplementary Regulations or Final Instructions.

### 2.9. 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 Entrance/Paddock Entrance as instructed,
- IV. comply with any directions given by Marshals or Officials
- V. Keep their helmets on and harnesses done up while on the circuit or in the pitlane.

### 2.10. Parc Ferme:

After each qualifying session and race the vehicles must be presented directly for scrutineering. Any area deemed by the licensed Eligibility Scrutineer and/or his nominated representative will be subject to Parc Ferme conditions with no exceptions. This will include the track from the track to the finish line to the scrutineering area, the waiting area in front as well as the track from the scrutineering area to the Parc Ferme, but all areas may be used as necessary. Team personnel must not enter Parc Ferme unless invited by the series Eligibility/Safety Scrutineer.

### 2.11. RESULTS:

All Practice Timesheets, Grids, Race Results are to be deemed PROVISIONAL until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures. (NCR Ch.3 App.6 Art.1.4)

### 2.12. TIMING MODULES:

- 1. All competitors will be required to fit Electronic Self Identification Modules to their cars for the purposes of accurate timing. It will be the responsibility of the competitor to fit these in the car in the position and manner specified. The Modules must be in place and functioning correctly for all qualifying practice sessions and races. The setting and servicing of these items must only be carried out by properly authorised Motorsport UK licensed Timekeepers. Timing Modules are available to hire from MSV. Competitors will be charged for replacement of the Modules due to damage or loss.
- 2. Competitors may not place electronic timing equipment within five metres of the official Start, Finish or any other official timing lines at any event or test session/day.



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Any such equipment placed within these zones will be removed.

### 2.13. QUALIFICATION RACES:

In the event of the need for any qualification races, the procedures will be as published in the Final Instructions for the event concerned.

### 2.14. OPERATION OF SAFETY CAR:

The Safety Car will be brought into operation and run in accordance with NCR Ch.12 App.8 Art.2.

### 2.15. ONBOARD CAMERAS:

- 2.15.1 On board cameras must be fitted in accordance with NCR Ch.7 App.9 and the following regulations
- 2.15.2 Competitors must fit cameras that should capture an image that provides a “drivers eye” view that should include the steering wheel, dashboard and a view of the circuit ahead with a field of vision approximately 100 degrees.
- 2.15.3 The choice of system is free but playback must be possible at the event by regular means such as a laptop.
- 2.15.4 Where no judicial process has been instigated, the competitor may not review the footage until the protest time (see NCR Ch.2 App.9 Art.1.14.a) has elapsed without the express permission of the Clerk of the Course.
- 2.15.5 In the event that no images are available upon request (other than due to a proven defect with the equipment), sanctions may be applied in accordance with NCR Ch.2 App.2 Art.1. 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 sanctions
- 2.15.6 All rights including copyright in relation to footage captured by on board cameras, no matter that the camera is owned by the competitor, will belong to the Organiser and/or Venue Owner/Operator and may not be shared or otherwise used for broadcast or commercial purposes or on social networking sites, forums or any other internet media without permission of the Organiser and/or venue owner/operator.
- 2.15.7 Where it is necessary for the Clerk of the Course to review footage after an event that such footage should normally be reviewed within a period of 7 days of the event.
- 2.15.8 Any breach of camera regulations should be subject to penalties provided for in NCR Ch.2 App.2 Art.1 with an option to report any matters to the series Stewards.
- 2.15.9 In the event of judicial action, all relevant on board footage must be retained 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.

### 3. SPECIFIC SERIES REGULATIONS:

One official qualifying session will be scheduled at each meeting.

In the event of a double header, the starting grid for the first race of that meeting will be published as soon as possible following the completion of the official qualifying session.



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The starting grid for the second race of the meeting will be formed by the 2<sup>nd</sup> fastest qualifying lap time, unless two drivers are competing in one car, when it will be the fastest qualifying lap time of the 2<sup>nd</sup> driver.

The starting grid for the second race of the meeting will be published as soon as possible after the completion of the first race.

### 4. SPECIFIC SERIES PENALTIES:

In accordance with Chapter 2 of the current NCR's, 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 NCR Ch.2 App.8 Arts.1.20 - 1.22.

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

Minimum Penalty: The provisions of NCR Ch.2 App.8 Art.2.

For infringements deemed to be of a more serious nature the Clerk of the Course and/or Stewards of the Meeting are to invoke the provisions of NCR Ch.2 App.8 Art.2.5.

#### 4.2. ADDITIONAL SPECIFIC SERIES PENALTIES:

##### 4.2.1 In the event of any breach of the regulations, the series stewards shall be entitled to impose further penalties, including:

- (a) Exclusion of a car and/or a competitor from the series

##### 4.2.2 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 such reports during competition the series coordinator will notify the organisers who will issue a warning letter that his / her driving behaviour is to be specifically observed at future race meetings. This will remain on record for all competitors registered in that car for 12 calendar months from the time of first issue

##### 4.2.3 Adverse second such report during this 12-month period of observation will result in the exclusion from entry of all competitors registered in that car, and the car itself to the next scheduled event.

##### 4.2.4 Further reports may be referred to the series Stewards for consideration of further sanctions including but not limited to possible refusal of further race entries or other sanctions as seen fit.

##### 4.2.5 The Clerk of the Course may impose a Stop & Go or Drive Through penalty for infringements of the regulations in accordance with NCR Ch.12 App.10 Art.2.

##### 4.2.6 The Clerk of the Course may impose a grid position penalty for the next race or races of the series for infringements of the regulations.

##### 4.2.7 The Clerk of the Course may impose such penalties as appropriate according to the powers granted to him in NCR Ch.5A App.5 Art.2.

##### 4.2.8 Methanol in/on the car or at the meetings is prohibited, due to the difficulty of identifying its flame once ignited. Any team found to have Methanol in/on the car, or at the meeting will be disqualified from the meeting immediately.

### 5. SNETTERTON SALOONS TECHNICAL REGULATIONS:

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### 5.1. INTRODUCTION

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 something you should seek clarification from the series organisers prior to making any changes.

The organisers reserve the right to modify these series regulations as appropriate to ensure close competitive racing at all times.

By registering for the series competitors will be deemed to have full knowledge and acceptance of these regulations.

Entrants must at all times comply with the directives of the series Organiser in respect of scrutineering and eligibility checking.

If your vehicle does not conform to a specific regulation, please email [racing@snetterton-saloons.com](mailto:racing@snetterton-saloons.com) prior to the closing date for race entries with a detailed description of the part of your vehicle in question. Please include photos and any other information that might be relevant so that we can review your entry accordingly.

In any case, all Motorsport UK safety requirements must be adhered to as specified in the NCR's.

### 5.2. DESCRIPTION:

The Snetterton Saloons is for Competitors participating in Saloon, Hatchback coupe & convertible cars.

Vehicles of commercial type, such as a van/pick-up that were initially intended solely for commercial or goods carrying, are also permitted to take part in the series

Four Wheel Drive is permitted.

The responsibility to prove eligibility is that of the entrant at all times. The series organisers in conjunction with the series Scrutineer shall determine matters as to the eligibility and the implementation, which may involve photographing any part of the vehicle and performing electrical diagnostics at the scrutineer's discretion.

Guest/Invitation Class: For any car that the organisers have given permission to join the series or single events

Guest/Invitation Class cars will be classified in the overall results (not by class), but not be awarded trophies

Guest cars must also fully comply with section 5.2 of these regulations.

All entries are at the discretion of the series organisers.

### 5.3. CLASSES:

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Cars will run in FIVE classes. The class structure will be as follows but may be subject to change depending on entries:

Class S: 'TCR Type' (Homologated or otherwise) & Special (as deemed by Snetterton Saloons Organisers)

Class A: 3,401cc +

Class B: 2,501cc - 3,400cc

Class C: 1,801cc - 2,500cc

Class D: 1,501cc - 1,800cc

Class E: up to 1,500cc

Guest/Invitation Class: As deemed by Snetterton Saloons Organisers

Class Equivalency Factors (subject to amendment by the Series Organisers)

Multiples of engine cubic capacity to determine 'series' engine cubic capacity:

Racing Slick / Racing Wet Tyres - up one Class

Forced Induction cars x 1.5

Four-wheel-drive cars x 1.2

Rotary engined cars x 1.8

2 valves per cylinder & Diesel cars x 0.80

All 'series' engine cubic capacity factors will be applied cumulatively

Previous TSL Timing lap-times and car weight may be used additionally to re-classify cars and specific drivers at the series Organisers discretion.

### 5.4. PRESENTATION:

Cars must be presented to a high standard. Unpainted panels, unrepaired damage or cars not achieving a satisfactory level of preparation and presentation, as judged by the series scrutineer, may receive a warning and may ultimately result in exclusion.

Presentation for a vehicle for scrutineering is a declaration by the entrant that the vehicle is eligible for that event and fully complies with the series regulations.

### 5.5. SAFETY REQUIREMENTS:

The following Articles of Motorsport NCR Chapters 7 & 9 are highlighted as being applicable (but not to the exclusion of any other NCR's that may apply).

Ch.7 App.3 Art.3 – ROPS (Roll over protection systems) general safety specifications

Ch.7 App.3 Art.4- ROPS, Compulsory Diagonal Member

Ch.7 App.3 Art.10 - ROPS, optional reinforcement

Ch.7 App.4 Art.2 - Tank Fillers, Vents and Caps

Ch.7 App.5 Art.5 - External circuit breaker

Ch.7 App.5 Art.6 - Red Warning Light

Ch.7 App.6 Art.6.1 - Fire extinguisher

Ch.7 App.7 Art.4 - Head restraints

Ch.7 App.7 Art.5 - Seat belts

Ch.9 Art.3 – Race Overalls (in particular, Ch.9 Art.3.3.c)

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### Ch.9 Art.5 – Crash Helmets

ALL drivers are required to wear a correctly fitted FHR at all times when on track, regardless of age of car.

A link to the current Motorsport UK Competitors & Officials Yearbook can be found here:  
<https://www.motorsportuk.org/resource-centre/>

### 5.6. SAFETY HARNESES:

In order to maintain the integrity of the harness system in the event of an accident, it is recommended that these should be a minimum of five-point attachment, in accordance with NCR Ch.12 App.13 Art.11.3.

### 5.7. SEATS:

It is strongly recommended that seats have side wings or side head restraints to take into account lateral forces.

### 5.8. GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

5.8.1 All vehicles must comply with the relevant sections of the NCR's Chapters 7 & 12.

5.8.2 Competitors registering in this series do so in the full knowledge that the organisers reserve the right to require the series Scrutineer to carry out, record and enforce eligibility checks which may include the sealing of component(s) for subsequent checking. The costs of such checking shall be borne by the series organisers but the organisers shall not be liable for the costs of stripping or re-assembly or rebuilding of vehicles after the checks have been carried out.

5.8.3 Advertising on vehicles is subject to requirements set out in NCR Ch.6 App.1 Art.9 and NCR Ch.12 App.13 Art.2.3 - 2.4. For the avoidance of doubt, use of the side windows of the vehicle for advertising is strictly prohibited.

5.8.4 All vehicles must comply with the NCR's and the relevant parts except where specified below.

5.8.5 Vehicles must be fitted with at least two externally mounted rear-view mirrors.

5.8.6 Engines may be sealed at any time by a Licensed Eligibility Scrutineer and only by written permission in advance from the series organisers or series Eligibility Scrutineer may seals be broken.

### 5.9. CHASSIS:

5.9.1 Chassis and chassis members must remain as originally manufactured and lightening or reducing of chassis or chassis member strength is prohibited save that the spare wheel well may be removed for the sole purpose of the fitting of a fuel tank in the boot area. A steel plate of at least the thickness of the material removed must cover any remaining aperture.

5.9.2 Addition of material to strengthen the chassis and seam welding is permitted.

5.9.3 Minimum ground clearance is 40mm excluding exhaust systems.

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### 5.10. BODYWORK:

Bodywork must be complete.

In Class S, aerodynamic devices are permitted if homologated providing that they comply with the provisions set out in Chapter 7 of the NCR's (particularly NCR Ch.7 App.2 Arts.22.10 - 12) in terms of fixed rear wings, rear diffusers and front splitters only. It is implicit that these devices must be approved by the scrutineers. Active aero/DRS systems are not permitted.

In all other classes, aerodynamic devices are permitted providing that they comply with the provisions set out in Chapter 7 of the NCR's (particularly NCR Ch.7 App.2 Arts.22.10 - 12) in terms of fixed rear wings, rear diffusers and front splitters only. It is implicit that these devices must be approved by the scrutineers. Active aero/DRS systems are not permitted.

A "roof scoop" may be allowed for the purpose of ventilation for the habitable.

Modifications to the silhouette may be permitted

Headlights can be removed. Any replacement panels must be securely fixed.

The removal of exterior decorative strips and bumper overriders is permitted.

Any item below the centreline of the wheel must not project beyond a line drawn at 45 degrees to the horizontal and tangential to the bodywork (not including overriders).

### 5.11. INTERIOR:

5.11.1 These regulations require the retention of a dashboard. In the habitable, floor carpets, under felt, sound deadening, headlining, front and rear parcel shelves, centre consoles, the front passenger and rear seats and trim in the boot/luggage compartment may be removed.

5.11.2 Instrumentation is free, however a working and accurate tachometer (rev counter) must be fitted.

5.11.3 All windows are free. However, competitors must provide a method for ventilating their vehicle.

5.11.4 Driver's seat is free subject to Motorsport UK requirements and the driver must be located entirely to one side of the centre line of the car.

5.11.5 Heaters and interior ventilation systems may be removed. Adequate ventilation must be provided in order to facilitate windscreen demisting.

5.11.6 The original boot and bonnet hinges and fasteners may be removed and are free

### 5.12. ENGINE:

5.12.1 All entries must be powered by an ICE (internal combustion engine).

5.12.2 Fitting forced induction to a vehicle originally homologated as Normally Aspirated is permitted, subject to that vehicle submitting a declaration of parts used.

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5.12.3 Induction - air filter and air filter box may be removed and air ducting/trunking is free provided it does not extend beyond the periphery of the bodywork. Anti-surge pipes are permitted as also are return pipes from the carburetor/injection system.

Forced induction is permitted.

The organisers reserve the right to introduce or modify requirements for forced induction engines.

5.12.4 Oil coolers and additional water radiators are permitted provided they are located within the periphery of the bodywork.

5.12.5 The exhaust system is free subject to Motorsport UK requirements.

5.12.6 Inlet and exhaust manifolds are free.

5.12.7 It is permissible to remove metal from original cylinder blocks and heads.

5.12.8 Fuel pumps and fuel tanks are free subject to Motorsport UK requirements.

5.12.9 All other engine components are free.

5.12.10 Engine Sealing: Wire or paint may be used. To allow for scrutineers wire seals, every installed engine must have 1/16" holes drilled in readily accessible locations:

A - Sump: Cross drilled through two adjacent retaining screws or studs.

B - Rocker/cam cover: Cross drilled through two adjacent retaining screws or studs.

C – Gearbox: Cross drilled through two adjacent retaining screws or studs.

Damaged, missing or broken seals, may cause a component to be judged non-compliant

5.12.11 Engines may be sealed from the car's first event. Thereafter the seals must be in place at all times. If a seal needs to be removed for any reason, the entrant must inform the series scrutineer who will then re-seal at the first opportunity.

5.12.12 Methanol injection is prohibited in all forms.

### 5.13. FUEL:

5.13.1 All fuels listed in the NCR's pump fuel are acceptable subject to a 100ron maximum octane rating.

5.13.2 The organisers reserve the right to request fuel for sampling at any point during an event weekend.

5.13.3 All cars should be fitted with a dry break fuel coupling within a 30cm distance of the carburetors or fuel injectors/ fuel rail to allow fuel samples to be taken without dismantling of fuel lines, Drivers should have a suitable coupling hose available in parc fermé.

5.13.4 Where the conclusion of the fuel testing procedure confirms non-compliance the entrant shall be responsible for all costs and fees arising from the testing procedure. NCR Ch.8 App.2 Art.7.

### 5.14. SUSPENSION:

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5.14.1 Modification to the suspension is subject to the following conditions:

Suspension that is adjustable either remotely from outside of the car, or manually by the driver while the vehicle is in motion is prohibited.

5.14.2 Dampers are free subject to Motorsport UK requirements.

5.14.3 Anti-roll bars and their mountings and shape and material are free subject to Motorsport UK requirements.

5.14.4 No other additional suspension components are permitted

### 5.15. TRANSMISSION:

5.15.1 Transmission is free subject to Motorsport UK requirements.

### 5.16. ELECTRICAL:

5.16.1 Electrical equipment is free provided that a generator, battery and starter are fitted and in full working order at all times.

5.16.2 High intensity rear light and front windscreen wiper to Motorsport UK requirements must be fitted and in full working order.

### 5.17. BRAKES:

5.17.1 Brake systems are free save that carbon or ceramic disks are prohibited unless fitted in production, in which case they must be to production specification. Ducting for the purpose of cooling brakes or removing dust is permitted provided it is not visible outside the car, serves no other purpose and if beneath the car, does not project beyond a line drawn at 45 degrees to the horizontal and tangential to the bodywork (not including overriders). Modification or removal of brake back plates is permitted.

5.17.2 Brake lights must be operational and operated only by the brake pedal without a delay. The high intensity rear light must not be operated by the brake pedal.

### 5.18. WHEELS & TYRES:

5.18.1 WHEELS:

Wheel size and material is free. Centre locking wheels and their hubs are permitted

5.18.2 TYRES:

List 1A, List 1B or racing slick / racing wet tyres may be used.



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5.18.3 Changing or swapping wheels/tyres is not permitted during the qualifying or the race sessions, except in the case of force majeure (puncture, obvious damage).

### 5.19. WEIGHTS:

5.19.1 Weight is defined as the whole vehicle, including all consumables and fluids, at the end of each race entered, including the driver in full racing kit. The declared weight figure for eligibility must not include any success ballast or penalty ballast issued for forced induction, or non-conformance.

5.19.2 Weight is free, but may be used at the organisers discretion to evaluate class suitability

### 5.20. NUMBERS AND CHAMPIONSHIP DECALS:

#### POSITIONS:

Race Numbers must comply with NCR Ch.12 App.4 Art.5: The numbers for each rear side window shall be;

- (i) a minimum of 200mm high
- (ii) with a stroke width of at least 20mm
- (iii) coloured reflective yellow

For vehicles with no rear side windows only; rear side numbers in compliance with NCR Ch.12 App.4 Art.5, may be replaced with door numbers in compliance with NCR Ch.7 App.10.

In addition, the windscreen of all cars must display the competition number positioned on the upper area of the passenger's side of the windscreen, as follows;

- (i) the numerals must be at least 150mm high
- (ii) be in the same colour and font as those displayed on the rear side windows
- (iii) be placed no closer than 50mm from the lower edge of the windscreen "sun-strip" and 50mm from the side edge of the windscreen.

5.20.1 All vehicles must display the series advertising material associated with a series sponsor as required by the series. These stickers will be provided in your Registration Pack and replacements can be purchased at each round if required. Failure to display the appropriate stickers may result in exclusion from further events

Snetterton Saloons stickers: 1 on each side of the vehicle

Additional stickers as reasonably required by the organisers

5.20.2 Competition numbers will be obtained at the competitor's expense.

5.20.3 Front and rear windows may be covered with series or personal sponsor livery to a maximum depth of 250mm from the top of the window measured from the centreline of the vehicle and must also comply with NCR Ch.12 App.13 Arts.2.3 - 2.4. Where series front or rear window decals are specified in 5.17.2 above, competitors may not additionally display personal sponsor decals in the position specified. The series organisers reserve the right to supply and specify a series front or rear screen strip at any time and this will require the removal of any existing personal sponsor decals in these positions.

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Further sponsors may be added at a later date.

### 6. APPENDICES:

Race Organising Contacts:

Series Co-ordinator: Julian Newman Email: racing@snettertonsaloons.com

Commercial Undertakings:

None

Agreed Waivers:

None

Log Books:

A central logbook will be held by the eligibility scrutineer where specific eligibility infringements will be recorded and a copy issued to the entrant at scrutineering.

### 6.1. APPENDIX 1: SPECIFIC PIT STOP REGULATIONS

- 6.1.1 Pit Stops are a minimum of 90 seconds from Pit Entry Line to Pit Exit Line. "success seconds" may be added at the organisers discretion to any car entered.
- 6.1.2 Pit stops MUST be completed between 15 & 30 minutes from race start. Infringement penalties are in the series regulations (see section 10).
- 6.1.3 Pit lane speed limit is as notified in the Supplementary Regulations/Final Instructions or by Bulletin but will not exceed 60kph.
- 6.1.4 Sole drivers may remain in the car with harness secured and engine running.
- 6.1.5 Two driver entries must switch off the car engine at point of stop and not re-start the engine until the 2nd driver is secured in the car with helmet, frontal head restraint and harness fully secured and tightened.
- 6.1.6 Fueling of competing cars during the race (including mandatory Pit Stop) is prohibited.
- 6.1.7 Mechanical adjustment to cars is prohibited during the 90 seconds pit stop time. Any mechanical adjustments must be made in addition to the mandatory 90 seconds pit-stop. i.e. you cannot make mechanical adjustments within the 90 seconds time.
- 6.1.8 Tyre changes are only permitted in the case of puncture or damage. Removed tyres must be available for inspection by the series organiser.
- 6.1.9 Only one person additional to competing driver(s) may assist in the mandatory Pit Stop.
- 6.1.10 Pit Stops may be taken during a safety car period subject to being within the 15min-30min race time window.
- 6.1.1 The series Organisers' decision on pit stop infringements or penalties is final. There is no higher authority to make representation or appeal to.

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**6.1.12 CARS ENTERING OR LEAVING THE PIT LANE MUST GIVE WAY TO CARS EXITING THE PIT STOP AREA.** This means that if you see a car moving off from its pit stop position, you must give way to it. This is to avoid the pit lane accident whereby a driver leaving their stop cannot see what is coming down the pit lane.

6.1.13 All pit stop procedures must comply with Government / Motorsport UK / Circuit & organiser rules including Covid-19 procedures. It is the competitors' responsibility to ensure that they understand and adhere to the regulations in force at the current time.

It is recommended to read the Pit Stop Guidance document available at [www.snettertonsaloons.com](http://www.snettertonsaloons.com)

## 6.2. APPENDIX 2: 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](http://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 your part in keeping the sport safe through your 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.