

**2017 CLASSIC TOURING CAR CHAMPIONSHIP**  
**TECHNICAL REGULATIONS**



**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 Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

MSA Championship Permit No.: CH2017 / R019

Race Status: Clubman

MSA Championship Grade: Grade C

### **1.2 OFFICIALS:**

1.2.1 Co-ordinator: David Wheadon

1.2.2 Championship Eligibility Scrutineer: John Wardle

1.2.3 Championship Stewards: Bill Coombs  
Dennis Carter  
Dale Wells  
Guy Woodward

Any three of the Championship Stewards may sit to reach a decision. In accordance with (G) 2.7, Championship Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved Championship regulations. Under (G) 2.7.1, 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 (W) 2.2.1, 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: Not Applicable

1.2.5 Championship Drivers Representative: Andy Johnson

### **1.3 COMPETITOR ELIGIBILITY:**

1.3.1 Entrants must:

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

1.3.2 Drivers and Entrant/Drivers must:

- (a) be current racing members of the BARC and the CTCRC and
- (b) be Registered for the Championship and
- (c) be in possession of valid Competition (Racing) National B Status Licence, as a minimum or

- (d) A professional driver, in possession of a valid Licence (featuring an E.U. flag) and medical, issued by the ASN of a member country of the European Union, or comparable country. ((H)26.2.1, 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 **seven (7)** Meetings as follows: -

<u>Events:</u>	<u>Date:</u>	<u>Circuit:</u>	<u>Organising Club</u>
1 & 2	April 8/9	Rockingham	BARC
3 & 4	May 13/14	Cadwell Park	BARC
5 & 6	June 24/25	Silverstone (GP)	BARC
7 & 8	July 29/30	Brands Hatch	BARC
9 & 10	August 12	Lydden Hill **	CTCRC
11 & 12	Sept 2/3	Thruxton	BARC
13 & 14	Oct 7/8	Silverstone (Int.)	BARC

**\*\* Classic Thunder will not compete at the Lydden event**

**1.6 SCORING:**

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

Four or more starters:                    1<sup>st</sup> – 12, 2<sup>nd</sup> – 9, 3<sup>rd</sup> – 6, 4<sup>th</sup> – 4, 5<sup>th</sup> – 3, 6<sup>th</sup> – 2, 7<sup>th</sup> – 1,  
 Three or less starters:                    1<sup>st</sup> – 6, 2<sup>nd</sup> – 3, 3<sup>rd</sup> – 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 (W) 1.3.4, in the current MSA 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

**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: 01514726488, Fax: 01514726483.

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. D 25.1.13 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 (MSA Regulations Q4.5).

### **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) 5.4) 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 (Rolling Start for Classic Thunder). The countdown procedure and audible warning sequence prior to the start of the race shall be: -

<u>Signal:</u>	<u>Instruction:</u>
I. 1 minute	Start engines and clear the grid.
II. 30 Seconds	Be prepared for start of Green Flag Lap
III. Green Flag	Complete one lap of the circuit and reform into grid positions.
IV. 5 Seconds	The grid is complete
V. 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 to indicate the start of the race.	

Stages IV and V will not apply to Classic Thunder and cars will make a ROLLING start at the end of their Green Flag lap, hence not reforming on the grid as per stage III.

- 2.5.3 Any car removed from the grid after the 1-minute stage 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 MSA Regulation Q12.13.2. 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.

**2.6 SESSION RED FLAG**

- 2.6.1 Should the need arise to stop any race or practice, red lights will be switched on at the Start line and red flags will be displayed at the Start line and at all Marshals Signalling 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, 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 Q5.4 and Q5.5

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

- 2.7.1 Pits & Paddock: Competitors must ensure that the MSA, 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 an MSA Junior Race licence
- 2.7.3 Refuelling: May only be carried out in accordance with the MSA 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:

- 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 pit lane

- VI. place their car into the Parc Fermé where it must remain until released by the Championship Eligibility Scrutineer or his deputy
- VII. 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 Scrutineer's after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures. (MSA 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) 12.2.1. 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 2 of the MSA 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 and the Stewards may make use of any such footage in reaching their decisions on any judicial matters.

### 3. SPECIFIC CHAMPIONSHIP REGULATIONS:

- 3.1.1 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
- 3.1.2 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.
- 3.1.3 A driver may only race the car in which he/she set a Qualifying time no replacement cars are permitted.
- 3.1.4 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.
- 3.1.5 The Classic Touring Car Championship will be sub-divided into **ten** categories each with a separate class structure as follows:
- |     |   |                     |
|-----|---|---------------------|
| 1.  | Pre-66 touring Cars                                     | (Pre 66)            |
| 2.  | Silverbug Group 1 Touring Car Championship              | (Pre-83)            |
| 3.  | First Choice Vans Pre-1993 Touring Cars                 | (Pre-93)            |
| 4.  | YourITman Pre-2003 Touring Car Championship             | (Pre-03)            |
| 5.  | Pre 2003 Classic VW Cup                                 | (VW)                |
| 6.  | Toyo Tyres Pre-2005 Production Touring Car Championship | (Pre-05)            |
| 7.  | Burton Power Blue Oval Saloon Series                    | (Blue Oval)         |
| 8.  | Hammerite Classic Thunder Saloons                       | (Thunder)           |
| 9.  | <b>Toyo Tyres VTEC Challenge</b>                        | <b>(VTEC)</b>       |
| 10. | <b>4Two Cup</b>   | <b>(Smart Cars)</b> |



#### **4. PENALTIES:**

All penalties will be in accordance with Section C of the current MSA 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 MSA Regulations: C3.3.

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

Minimum Penalty: - The provisions of MSA Regulations: C3.5.1(a) and (b).

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

##### 4.2 All infringements of non-technical MSA Regulations and the Sporting Regulations will be dealt with in accordance with these Championship Regulations and the General Regulations of the MSA

##### 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 2.7.5 will usually be dealt with by 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 will be subject to a fine of £100 for the first infringement and then £500 for any subsequent infringement

# 4Two Cup Series

## 5 TECHNICAL

### 5.1 Introduction:

- a. The following technical regulations are set out in accordance with MSA specified format and it should be clearly understood that if the following texts do not clearly state that you can do it, you should adopt the principal that you cannot.
- b. Anything that is not explicitly authorised in writing by the Championship Technical Committee and anything that is not specified either in these regulations or in any Official Championship Bulletin is therefore strictly forbidden and as a result will be regarded as a breach of these Technical Regulations and may be penalised as described in section 4. It should be clearly understood that technical regulations will be strictly enforced and any modification, addition, variation, tuning or removal other than specifically permitted in these regulations is prohibited.
- c. Regulations that have changed in substance from the 2016 4Two Cup Series Technical Regulations are normally indicated by being highlighted.

#### 5.1.1 Technical Queries:

Any matter affecting Technical Regulations must be put in writing to the Championship Eligibility Scrutineer, as any claim to have received clarifications or rulings on the Regulations must be substantiated by the production, on demand, of written confirmation of such rulings.

### 5.2 Description:

The CTCRC 4Two Cup Series is for competitors participating in Smart 4two model cars

5.2.1 Unless specifically permitted in these regulations, all components must be to original specification.

#### 5.2.2 Eligibility:

- a. All cars are subject to approval of their eligibility by the Championship Organisers.
- b. The responsibility to prove eligibility is that of the Competitor at all times. For clarification of a Competitor refer to the MSA Yearbook 2017 Section (B) Nomenclature & Definitions.
- c. The Championship Organisers in conjunction with a Licensed Eligibility 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.

#### 5.2.3 Class Structure:

5.2.3.1 The Championship will be run in three classes as follows:

Class A BRABUS fortwo model.

Class B 84bhp fortwo model.

Class C Any Smart car at the discretion of the organisers. Must run equipment supplied by either Smart4youracing or Scuderia SC.

#### 5.2.4 Presentation:

- a. At the start of each free practice, qualifying session or race, the cars must be presented to a high standard and must be clean and in good order. The Championship Organisers reserve the right to forbid cars not meeting this requirement from taking part.
- b. Presentation of a vehicle for scrutineering is a declaration by the Competitor that the vehicle is eligible for that event.

#### 5.2.5 Technical Checking:

5.2.5.1 The organisers (in addition to any other powers they may have under these Regulations) reserve the right before or after any race in the series to designate any one or more of the competing cars for

special eligibility scrutineering. Upon such election being made the competitor shall immediately place the car under the control of the organisers and be deemed to have permitted all such scrutineering, examination and testing as the organisers may responsibly require to undertake. The organisers have the right to:

- a. Examine the car at the circuit for such period as they may reasonably require and take fuel samples and/or
- b. Retain the car for detailed examination at premises chosen by the organisers. If the organisers elect to retain the car they shall make it available for collection by the competitor at least seven days prior to the qualification session for the next race in the series unless the car is found to be in breach of these regulations and/or
- c. Seal the car and its components in such a manner as they may choose and require the competitor at their own expense to present the car at any other premises chosen by the organisers for detailed examination within a specified period and/or remove the car by transporter at no expense to the competitor to an appointed location. The competitor will be advised in writing of the time, date and location of the subsequent testing or eligibility examination.

5.2.5.2 The stripping of an engine or any required component will be undertaken by the competitor and/or mechanic/technician nominated by the competitor under the direction of the Series Eligibility Scrutineer or another nominated MSA scrutineer

5.2.5.3 The organisers reserve the right to re-inspect vehicles at any time during the course of the season, should there have been a regulation infringement or circuit incident.

5.2.5.4 Competitors will be personally and solely responsible for ensuring that their cars comply with their registration details and with these regulations for each event at which they are entered. Failure to comply in either respect will be a breach of these regulations. Queries concerning eligibility should be referred in writing to the Series Co-ordinator at least seven days prior to an event entered to permit a ruling in advance of any meeting at which it is intended to compete.

5.2.5.5 Tests to establish the power output of any car may be carried out by the organisers or their representatives. Such power testing will be carried out using rolling dynamometer equipment.

#### 5.2.6 **Technical Passport:**

- a. All Competitors/Drivers are issued with a Technical Passport. This is used to record information relating to that car during the season.
- b. The Competitor/Driver is responsible for the safe keeping of the passport, which shall be carried in the car at all times.
- c. All cars are issued with a Technical Passport wallet.
- d. No car is permitted to take part in an Event unless the Technical Passport is available for inspection and is a true reflection of the vehicle details.
- e. The only person authorised to make changes to the details of the Technical Passport is the Championship Eligibility Scrutineer or his appointed representative.
- f. Missing Technical Passports will be the subject of a report to the Clerk of the Course.
- g. Details contained within the Technical Passport must be submitted by the Competitor at the time of registration for the Championship. A Registration will not be accepted without submission of the relevant details.

#### 5.3 **Safety Requirements:**

5.3.1 All MSA Yearbook 2017, **Section K**, Competitor Safety Criteria Regulations, apply as relevant unless stated herein, specifically [K 1], [K 3.1.2 (a)], [K 5], [K 6], [K 8], [K 9], [K 10], [K 11], [K 12] & [K13].

5.3.2 **All MSA Yearbook 2017 Sections J and Q** apply subject to these Championship Regulations.

#### 5.3.3 **Main External Circuit Breaker:**

- a. A Main External Circuit Breaker in compliance with the 2017 MSA Yearbook Section (K) 8. is mandatory.
- b. The switch location must be identified by a Red Spark on a white edged blue triangle with a base of at least 12cm. and the 'On' and 'Off' positions clearly marked.

- c. The circuit breaker when 'operated' must isolate all electrical circuits, data loggers, transponders, etc.
- d. When the circuit breaker is 'operated' there must be no power source capable of keeping the engine running.
- e. The triggering system for the circuit breaker should be situated at the lower part of the windscreen mounting, preferably on the driver's side or below the rear window.

#### 5.3.4 **Lights:**

Lights detailed in Championship Regulations 5.10.5 must be in working order throughout the entire Event.

#### 5.3.5 **Seat and Seat Mounting:**(K 2.2. applies)

- a. The Driver's Seat and Seat Mounting must be homologated by the FIA (8855/1999 or 8862/2009 standards), and not modified.
- b. Additional seat padding is permitted to a maximum of 50mm. Any additional padding or covering placed on the seat must be fire retardant to FIA standard 8855-1999.
- c. The seat mountings shall be appropriate to the seat fitted (and complying with FIA Article 253.16) must be used.
- d. Seats in compliance with 8855/1999 FIA standard have a limit of use which is 5 years from the date of manufacture indicated on the mandatory label.  
An extension of 2 further years may be authorised by the manufacturer and must be indicated by an additional label.  
Seats in compliance with 8862/2009 FIA standard have a limit for use which is 10 years from the year of manufacture.

#### 5.4 **General Technical Requirements and Exceptions:**

- a. All vehicles must comply with MSA General Technical Regulations and the relevant parts of Sections J & Q of the MSA Yearbook 2017 except where specified below.
- b. These Regulations must be read in conjunction with the relevant sections of the current MSA Yearbook. In these Regulations, the word "Standard" is deemed to mean "as originally produced or supplied by the vehicle manufacturer or importer for the model registered by the Competitor".
- c. Competitors registering do so in the full knowledge that CTCRC reserves the right to require the Eligibility 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 CTCRC but the CTCRC shall not be liable for the costs of stripping or reassembly of vehicles after the checks have been carried out

#### 5.5 **Chassis:**

5.5.1 No modifications are permitted.

5.5.2 Towing eyes / straps

- a. Must be a contrasting colour to the surrounding area (usually either Day-Glo red or yellow) and must respect the requirements of MSA Yearbook 2017 (Q19.1.3).
- b. In addition to 5.5.6 a. it is strongly recommended that all cars must, wherever possible, be equipped with two front and two rear towing eyes positioned equally either side of the longitudinal centre-line. They must be clearly visible, marked with an arrow and the word "tow" and the wire painted in yellow, red or orange to contrast with the vehicle colour scheme.  
The towing eyes must be made of at least 6mm diameter steel wire rope with a 6x19 wire core, each which must have a breaking-strain of at least 2 tons. Each towing eye must allow the passage of a cylinder with a diameter of 60 mm, situated 25mm forward of the adjacent bodywork - 100 mm above and below this hole must retain clearance to enable the recovery crews to attach straps and shackles.  
The towing eye must be fixed to a structural part of the chassis with a minimum of M12 fixings, the inner part must be flexible in order for the towing eye to be retracted inside the bodywork profile. A "pull-cord" must be attached to the towing eye to enable the marshals

to access the wire loop. The end attached to the chassis may be either 'thimble' or 'open-loop' style.

**5.6 Bodywork and dimensions:**

**5.6.1 General:**

- a. Bodywork must remain as originally supplied by the manufacturer for the make and model of vehicle except where detailed in these Regulations.
- b. Any redundant holes must be covered with a non-flammable material.

**5.6.2 Exterior:**

- a. Reworking or modification to bodywork is prohibited except as detailed in technical Regulations 5.6.2.b.to d. inclusive.
- b. It is permitted to fit vents to the back of the car to allow engine cooling
- c. It is permitted to fit an optional rear centre panel.
- d. It is not permitted to add, remove or modify, spoilers or under trays

**5.6.3 Ground clearance:**

- a. Minimum ground clearance is 40mm including exhausts and silencers. MSA Yearbook 2017 (J) 5.20.11. applies.
- b. Will be measured with the Driver on board (wearing his complete racing apparel),
- c. Will be measured with the car and Driver in the condition in which they cross the Finish Line or at any other time during an Event and without the removal of any solid or fluid matter including fuel.
- d. Ride height will be measured on any reasonably flat surface as deemed by the Championship Eligibility Scrutineer or his nominated representative. In the event of any discrepancy the circuit designated flat patch will be used to make any final judgement

**5.7 Engine:**

**5.7.1 General:**

- a. The engine components must be as originally supplied by the manufacturer for the make and model of vehicle unless stated otherwise in Championship Regulation Section 5.7
- b. No modification can be made to any engine components.

**5.7.2 Location:** - The engine location and orientation must remain as the original manufacturer specification

**5.7.3 Lubrication:**

- a. The fitting of an oil cooler is permitted provided it is located within the periphery of the bodywork.
- d. Modification of the oil system is permitted to facilitate the installation of items detailed in Championship Regulation 5.7.3 a.

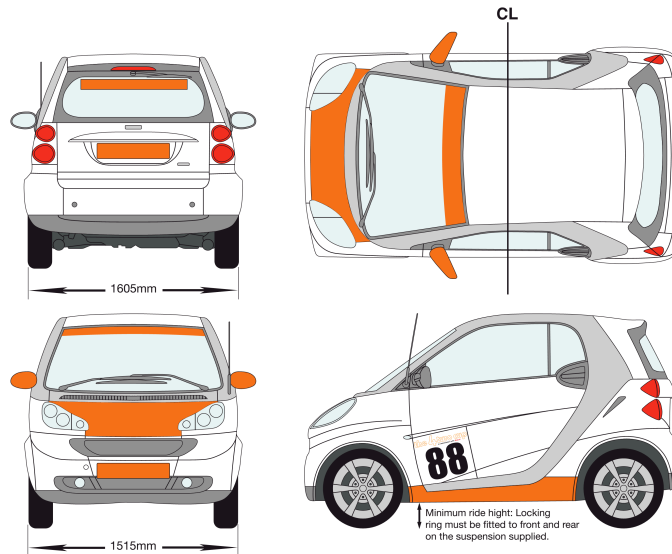
**5.7.4 Engine Power Output**

- a. The maximum brake horse power shall be: -  
Class A130bhp.  
Class B120bhp.
- b. The designated power test location is: -  
Advanced Motorsport  
Unit 1 West End Farm Industry  
Silverstone  
NN12 8UY  
Northants

**5.7.8 Induction Systems**

- a. The vehicle air intake must remain at the rear of the car (marked as CL on Illustration Fig 1).
- b. The surface area of the air intake cannot be any larger than that of the one supplied by the manufacturer.
- c. All vehicles must run with an air filter.

- d. An uprated turbo actuator as supplied by Smarts4youracing Ltd may be fitted.



**5.7.9 Ignition**

- a. A designated engine mapper will be appointed by Smarts4youracing Limited.
- b. All cars will attend designated engine mapper to receive an ECU map. The ECU will then be sealed.
- c. A secondary ECU can be run in line and is only available from Smarts4youracing Limited.

**5.7.10 Exhaust System:**

- a. Exhaust systems are free subject to compliance with Regulation 5.7.10 b. and MSA Yearbook 2017 Regulations J5.16.
- b. The exhaust must exit in the standard normal position.

**5.7.11 Seals:**

- a. To allow for scrutineer's wire seals, every installed engine must have 1.6mm (1/16") holes drilled in readily accessible locations as follows: -
  - i) Sump: Cross drilled through two adjacent retaining screws or studs.
  - ii) Rocker/cam cover or head bolt: Cross drilled through two adjacent retaining screws or studs.
- b. Engines may be sealed at any time by a Licensed Eligibility Scrutineer and only by written permission in advance from the Championship Organisers or a Licensed Eligibility Scrutineer may seals be broken.

**5.8 Suspensions:**

**5.8.1 Springs:**

Various spring weights may be used, but only those in the range of springs as supplied by Smarts4youracing Limited

**5.8.2 Shock Absorbers:**

The only permitted shock absorbers are the series designated as supplied by GAZ as supplied by Smarts4youracing Limited.

**5.8.3 Pick-up points:**

Suspension pickup points must not be modified or repositioned and must remain as originally supplied by the manufacturer of the car.

5.8.4 It is permitted to fit adjustable front wishbones.

5.8.5 It is permitted to fit variable camber angle brackets for the rear.

**5.8.6 Wheelbase/Track**

The maximum track is 1515mm front and 1605mm rear.

**5.9 Transmission:**

- a. The gearbox must remain standard as originally supplied and fitted by the manufacturer for the make and model of the vehicle.
- b. It is permitted to fit a gearbox ECU.
- c. The organisers reserve the right to seal a gearbox if an ECU is fitted.

**5.10 Electrical:**

**5.10.1 Electrical System**

The electrical system and wiring loom must remain as standard except where modifications are required for Main External Circuit Breaker, Regulation 5.3.applies and high intensity fog light, Regulation 5.10.4 b. applies

**5.10.2 Charging Circuit:**

A fully working standard alternator must be fitted and electrically connected so that the standard battery charging function is providing to the on-board battery at all times when the engine is running.

**5.10.3 Exterior Lighting**

All lighting, with the exception of 5.10.5 b. must be “standard” and “as supplied and fitted by the manufacturer”.

**5.10.4 Lights:**

- a. All cars must be fitted with the following: -
  - i) A minimum of two forward facing main headlights.
  - ii) A minimum of two rear facing red tail lights.
  - iii) A minimum of two rear facing red brake lights.
  - iv) Two rear facing red high intensity fog lights MSA Yearbook 2017, Section (K) 5. applies.
- b. The near side rear reversing light must be modified to a red high intensity fog light, making two rain lights.
- c. Lights detailed in Championship Regulation 5.10.4 a. iii) must be operated only by the brake pedal and without a delay.
- d. Lights detailed in Championship Regulation 5.10.4 a. iv) must not be operated by the brake pedal.
- e. All lights detailed in Regulation 5.10.4 a. must be in working order throughout the entire Event and must be able to be switched on by the Driver when seated normally in the car.

5.10.5. An operative front windscreen wiper must be fitted and in full working order throughout the entire Event. MSA Yearbook 2017, Regulation (Q) 19.15.3. Applies.

**5.11. Brakes:**

- a. Front and rear brakes must be “as supplied” by Smarts4youracing Limited.
- b. Maximum diameter of front brake discs must be as follows: -
  - i. Class A 300mm each side
  - ii. Class B 285mm each side
- c. The fitting of a brake bias controller is permitted
- d. It is permitted to modify the braking system to allow installation of a brake bias controller.

**5.12 Wheels and Steering:**

- a. Construction & Materials
  - i. Front wheels must be 15 x 6 wheels supplied by Compomotive Wheels
  - ii. Rear wheels must be 16 x 7 wheels supplied by Compomotive Wheels
- b. Wheel nuts are free providing they are manufactured from steel and of equal or better
- c. Manual or power steering may be used provided that the steering ratio remains as standard.
- f. It is permitted to convert power steering rack to manual
- g. Steering wheels are free providing MSA Yearbook 2017 Regulation (J) 5.7.1.and 5.7.2. are respected
- h. The steering lock must be removed

5.13 **Tyres:**

- a. The control tyre for the Championship is manufactured by Continental Tyres.
- b. All tyres must be purchased from Smarts4youracing Limited.
- c. Mandatory use of Continental Tyres; - Rear 175/55/15 Front 155/60/15.
- d. No alteration to any of the tyres from the manufacturer's specification is permitted. Re-cutting, re-grooving or in any other way modifying the tread pattern is not permitted. All the manufacturers' data must be clearly visible. Buffing of sidewalls to remove data is prohibited.
- e. Buffing or shaving of tread is permitted, although buffing or shaving to provide camber to the tread is prohibited.
- f. At all times the tyre tread must be a minimum of 2mm across 70% of the tyre width.
- g. During a Meeting, checks will be made by the Championship Eligibility / Safety Scrutineer or his appointed representative to ensure compliance with the Championship tyre regulations. Non-compliance at any time during the Event may be the subject of a report to the Clerk of the Course.
- h. Tyres will not be subject to a limiting Regulation.
- i. Pressure regulation valves are prohibited. MSA Yearbook 2017 Regulation, ((J) 5.9.4. applies)

5.14 **Weights:**

5.14.1 **General:**

- a. The principle is to equalise the performance of the car and Driver combination. The minimum car/Driver weights excluding any success ballast, at the completion of every qualifying session and race must be in accordance with Championship Regulation 5.14.2 regardless of laps completed.
- b. It is forbidden to add any liquid(s) or other material(s) to the car, or to substitute any part(s) for a heavier one during qualifying session or race.
- c. If a Car loses a part during qualifying or a race, the weight of that part may be taken into account during eligibility checks. Following consultation, the Championship Eligibility Scrutineer will determine whether any lost part should be taken into account.
- d. The re-distribution of weight in the car, by reducing the gauge or section of material in any component and by adding ballast or increasing material elsewhere, is not permitted. Weight may only be removed within the limits of the modifications detailed within these regulations.

5.14.2 **Minimum weight:**

- a. The minimum weight is "in the condition in which the vehicle and the Competitor (wearing his complete racing apparel, scrutineered Race Suit, boots, gloves and helmet) including minimum Weight Ballast where applicable, (see Championship Regulation 5.14.4 crosses the finish line or at any other time during qualifying or race and without the addition or removal of any solid or fluid matter". For the purpose of the Regulation, qualifying or race is deemed to include any transfer to a place of post event scrutiny as directed by an official.
- b. The minimum Car/Driver weights for each class, excluding any success ballast, at the completion of every qualifying session and race must be in accordance with the following: -

<b>Class A</b>	<b>800Kg.</b>
<b>Class B</b>	<b>780Kg.</b>

5.14.3 **Ballast**

- a. Ballast required to achieve the minimum weight or success ballast as a performance equalisation measure must only be added inside the car on the front and/or rear passenger foot well.
- b. It is the competitor's responsibility to provide and fit their own ballast if it is required, and to ensure that ballast is fitted in a safe manner.
- c. Ballast must be attached to the shell/chassis via at least 4 mounting points using bolts with a minimum diameter of 8mm each with steel counter plates of at least 400 sq mm surface area and 3mm thickness. Ballast mountings must include provision for the fitting of scrutineer's wire seals. MSA Yearbook 2017 Regulations, Section ((J) 5.15. applies)



- d. The total weight of “minimum weight” carried must be declared, in writing to the Championship Eligibility Scrutineer and/or his appointed representative and be in position, at all times during practice and racing.

5.14.4 Compliance with Regulation 5.14.2 will be checked prior to removal of fuel samples.

**5.15. Fuel Tank / Fuel:**

**5.15.1 Fuel Tank:**

- a. The original fuel tank must be used as per factory specification.
- b. The fuel tank should be mounted in the original location.-

**5.15.2 Fuel:**

- a. Only ‘Pump’ fuel as defined in Section (B) Nomenclature & Definitions of the MSA Yearbook 2017 is allowed.
- b. The use of power boosting or octane boosting additives by competitors in any fuel is prohibited.
- c. Refuelling is not permitted during qualifying, on the starting grid or during a race.
- d. A minimum of 5 litres of fuel must remain in the fuel tank at the end of qualifying or race

**5.16 Silencing:**


- a. All cars must conform to the current MSA noise requirements. MSA Yearbook 2017 Regulations J5.18. applies.
- b. Silencers are free subject to compliance with MSA Yearbook 2017 Regulations J5.17.

**5.17 Numbers and Championship Decals:**

**5.17.1 Positions:**

- a. Only competition numbers allocated by the CTCRC Registrar are to be displayed. They must be displayed in accordance with MSA Yearbook Regulations J4 and Q11.4 and remain as allocated until the end of the season.
- b. The windscreen of all cars must display the competition number accordance with MSA Yearbook 2017 Regulation Q.11.4., positioned on the upper area of the passenger’s side of the windscreen, as follows;
  - (i) The numerals must be at least 200mm high
  - (ii) only windscreen numbers supplied by Smarts4youracing Limited are permitted to be used
  - (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.
- c. As forward facing numbers will be displayed on the windscreen, there will not be a requirement to display a competition number on the bonnet.
- d. Competitors must display competition numbers on a CTCRC number background. CTCRC decals and those of the series sponsors, promoters and the BARC are required to be displayed in an un-obscured position in accordance with the following table.

Item		Placement
CTCRC “classictouringcars.com” sun strip	TBC	Top of rear windscreen
Series Sponsor Sun strip	TBC	Top of front windscreen
Series Sponsor logos (if required - TBC)	TBC	One on each side of the car (front wing, rear door or rear quarter)
Classic Touring Car Club logo	TBC	One on each side of the car (front or rear door),

BARC Logo		One on each side of the car (front wing, rear door or rear quarter)
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- e. Decals shall be fitted as issued. They may not be cut or otherwise defaced or deformed without prior approval from the Championship Organisers.
- f. Non CTCRC approved decals such as, but not restricted to, other clubs and other championship/series decals are not to be displayed on vehicles. These should be removed or covered up.
- g. Points will ONLY be awarded to competitors correctly displaying the required decals
- h. One set of Decals may be obtained from the CTCRC nominated supplier free of charge.
- i. A charge may be levied for any extra decals required to those issued in 5.17.1 h.
- j. 5.17.1 g. & 5.17.1 h. are only applicable to current fully paid up, Racing members of the CTCRC.
- k. The series Decal may be obtained from Smarts4youracing Limited

## 6 APPENDICES

The following Commercial Undertakings are not subject to the Judicial procedures of either the Championship Stewards and/or the MSA/MSC.

- 6.1 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 MSA 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 race accordingly, remembering this is club racing and it should be an enjoyable experience for everyone involved.

### 6.1.1 Social Media

Drivers and their supporters are reminded about the use of social media. Regulation 6.1.1.2 of the Championship Regulations clearly states the position and anyone found in breach of 6.1.1.2 will be dealt with accordingly. A negative or derisory comment on social media can be seen instantly by a large number of 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

#### 6.1.1.1

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 MSA may of course take any action as it considers appropriate, in addition to any action taken by the Championship Stewards.

## 6.2 Race Organisers and Contacts:

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

Contact: David Wheadon  
Tel: 01264 882209  
Email: [dwheadon@barc.net](mailto:dwheadon@barc.net)

Drivers Representative:

Contact: Andy Johnson  
Tel: 07814 052142  
Email: [andy.johnson@classictouringcars.com](mailto:andy.johnson@classictouringcars.com)

Championship Eligibility Scrutineer:

Contact: John Wardle  
Tel: 07581859085  
Email: [johnwardlescrutineer@outlook.com](mailto:johnwardlescrutineer@outlook.com)