

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: 1st – 12, 2nd – 9, 3rd – 6, 4th – 4, 5th – 3, 6th – 2, 7th – 1,
 Three 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 (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. | Toyo Tyres VTEC Challenge | (VTEC) |
| 10. | 4Two Cup | (Smart Cars) |

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

TOYO TYRES PRE-2005 PRODUCTION TOURING CARS

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 CTCRC TOYO TYRES PRE-2005 TOURING CAR CHAMPIONSHIP 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:

- a. The CTCRC Pre-2005 Production Touring Car Series is for competitors participating in two-wheel drive, four-seat saloon/hatchback or coupé cars marketed in the UK between 1st January 1993 and 31st December 2004 of which more than 5000 examples were manufactured in any 12-month period during the overall production run and/or were homologated by FIA for competition in Group N category for production cars between these dates.
- b. All cars are subject to approval of eligibility by the Championship Organisers.
- c. Engines must not exceed FOUR cylinders
- d. Engine capacity not to exceed 2000cc (plus permitted overbore).
- e. Turbo-charged or super-charged vehicles are not eligible.

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. Proof of a vehicles' eligibility may be substantiated by production of a Historic Technical Passport (HTP) or Homologation papers stamped by the ASN. These documents, where issued, for that vehicle and these must be available for inspection when required.
- d. Where no such paperwork is available, the Competitor must produce written confirmation from the Championship Organisers as to the eligibility of the vehicle model in question.
- e. 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 Class Structure will be based on the original Manufacturers specified production horse power for the vehicle.

The following will be used: -

Class A	Above 160 BHP
Class B	140BHP to 159BHP
Class C	0 to 139BHP

5.2.3.2 Guest Competitors

- a. Competitors with Vehicles not complying with these regulations may be invited to compete subject to Championship Organisers approval.
- b. Vehicles that, whilst not strictly adhering to the regulations, have been prepared sympathetically to the spirit of the championship and with Championship Organisers approval, may be invited to race under observation.
- c. Competitors wishing to race as guests must submit a written specification of their vehicle, to the Co-ordinator. It must detail all areas where the vehicle does not comply with these regulations. This specification shall be made available to the eligibility scrutineers for pre and post event checks.
- d. Guest vehicles will be invited by the Championship Organisers on a race by race and individual vehicle basis. The vehicle must not deviate from the specification submitted, unless such changes are approved by the Championship Organisers. Any approval may be withdrawn at any time by the Championship Organisers.
- e. Guest competitors will not be eligible for:
 - i. Podium recognition
 - ii. Championship award / trophies
 - ii. Championship points.

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:

- a. The Championship Eligibility Scrutineer / Championship Organisers reserve the right to inspect, test, measure, seal or impound any component fitted to or used in conjunction with any car registered in the Championship either personally or through a nominated representative. 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. This will be the sole responsibility of the Competitor. Exceptions to this may include appeal / protest according to the MSA Yearbook 2017.
- b. Any breach of the Technical Regulations or a breach of the procedure surrounding the Technical Regulations will be the subject of a report to the Clerk of the Course.
- c. A car found to be ineligible for the championship must race only in the invitation class and no points will be scored until the vehicle conforms to the regulations.
- d. Any component sealed by an MSA Licensed Scrutineer must remain sealed and may not be tampered with in any way. In the event of a seal needing to be broken for repair or replacement, prior to doing so the Championship Eligibility Scrutineer must be informed in writing and approve the seal being broken. Re-sealing by an MSA Championship Scrutineer will take place after technical checks have been made at the next race meeting.
- e. If a vehicle/component is sealed for subsequent technical examination the Championship Eligibility Scrutineer, within the applicable time limit, will state to the Competitor/Competitor that he will examine the vehicle/component on a stated date and time and at a specified location and the sealed items must be made available for his inspection. These arrangements are not negotiable. If a vehicle/component is not made available for an eligibility examination as required by the Championship Eligibility Scrutineer, it will be

considered as ineligible and will be reported as such to the Clerk of the Course for the application of penalties laid down under MSA Regulations and these Championship Regulations.

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.

5.3.2 **Safety Roll-Over Structures: - (K 1 to K1.8) applies**

- a. All vehicles must be fitted with a safety roll-over structure as defined in the MSA Yearbook **2017 - Section K**
- b. Interior fittings, trim and bodywork may be locally modified to allow fitting of the safety roll-over structure and any door bars.
- c. Cars running non-steel doors must be fitted with double door bars on the driver's side, either crossed or parallel.
- d. **It is permitted to attach the safety roll-over structure to the body shell at additional points in excess to the mandatory mounting points as detailed in the MSA Yearbook 2017 - Section K.**

5.3.3 **Fire Extinguisher: (K3 to K3.5 applies)**

- a. All vehicles must be equipped with a fire extinguisher. MSA Yearbook **2017** Regulation Q 19.14.7 applies
- b. The fire extinguisher must not be disarmed in any Parc Fermé area without the specific permission of the Championship Eligibility Scrutineer. Any Competitor that is found with a disarmed fire extinguisher in Parc Fermé for whatever reason will be penalised.
- c. The following information must be clearly displayed on each fire extinguisher:
 - i) Type of extinguishant
 - iii) Weight or volume of extinguishant
- d. It is recommended that the following information is clearly displayed on each fire extinguisher:
 - i) Capacity
 - ii) Service date of extinguisher. It is recommended that it must be less than 2 years since the filling date or the last service date.
- e. During Events all extinguisher systems must be in the 'ARMED' condition (i.e. be capable of being operated without the removal of any safety device) at all times while competing or practising, including post-Event scrutineering.
- f. The external triggering point must be positioned close to the circuit breaker (or combined with it) and must be marked by the letter "E" in red inside a white circle of at least 10cm diameter with a red edge in accordance with MSA Yearbook 2016 Regulation **(K)3.2.2**

5.3.4 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.

5.3.5 Lights:

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

5.3.6 Seat and Seat Mounting: (K 2.2. applies)

- a. The Seat and Seat Mounting shall comply with the MSA Yearbook 2017 Regulation (K) 2.2 and (K) 2.3
- b. It is recommended that the Driver's seat is a racing seat with a current FIA homologation.
- c. 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.
- d. The seat mountings shall be appropriate to the seat fitted (and complying with FIA Article 253.16) must be used.

5.3.7 Seat Belts: - (K 2.1. applies)

- a. Mandatory use of seat belts. MSA Yearbook 2017 Regulation Q19.14.2 applies.
- b. Seat belts fitted, the seat belts must comply with Championship Regulation 5.3.7 c. to 5.3.7 e. inclusive.
- c. The Driver's seat belts must have a current FIA homologation.
- d. It is mandatory to use seat belts, with a minimum 'four point' configuration. Complying with the MSA Yearbook Regulation 2017 (K) 2.1.2
- e. Seat belts must be correctly adjusted at all times during events: (Two shoulder straps and one lap strap, with four anchorage points on the chassis/body shell or roll over bar of the vehicle).

5.3.8 Race Clothing: (K9.1 and K9.3 applies)

- a. Competitors are strongly advised to wear flame resistant, socks, underwear and balaclava.
- b. Flame resistant gloves and shoes are mandatory. MSA Yearbook 2017 Regulation Q10.1.(c) applies.

5.3.9 Crash Helmet.

Crash helmets must comply with the requirements of MSA Yearbook 2017 (K 10.1 to K10.4 applies).

5.3.10 FHR.

Mandatory for all forms of circuit racing with the exception of period defined vehicles (pre 1977), which will remain as a recommendation. MSA Yearbook 2017 (Q) 10.1.e. applies.

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. Vehicles may be brought up to any series production specifications for that model prior to 1st January 1983. For the avoidance of doubt, 'model' shall mean a vehicle of the same body shell shape, size, specification and silhouette.
- c. Any component listed on the MSA, FIA/FISA (or national equivalent for foreign cars) homologation papers for use in Group One during the series production of that model may be substituted for the original production component provided that the substitute part was

in production or homologated prior to 1st January 1983. The responsibility to prove eligibility is that of the Competitor at all times

- d. No component may be substituted which serves to alter the shape or size of the body shell and/or panels themselves or increases the capacity of the engine beyond that which was in production or homologated prior to 1st January 1983. Full details of optional equipment must be submitted to the CTCRC for possible inclusion on a vehicle by vehicle basis prior to that item of equipment being fitted.
- e. Fixing components such as nuts, screws, washers, lock washers; spring washers, etc. are free and may be upgraded.
- f. It is permitted to repair faulty threads by the use of Keen Inserts/ Helicoils. Where thread inserts are utilised the original thread diameter and pitch must be respected.
- g. Within these Technical Regulations the word "standard" , "original" or "pattern Part" used as a description of components is to be interpreted as: "The specified component from the factory or the manufacturers or importers parts list, prior to 1st January 1983.for the model or engine shown on the entry form or registration form .
- h. No modifications are permitted beyond the repair or adjustment processes specified by the factory or the manufacturer". Eligibility checking will be by comparison to spare parts supplied by the manufacturer's official agent.
- i. "Free" as referred to in these Technical Regulations shall mean be interpreted as "within the limitations imposed by the MSA Yearbook 2017 Regulations".
- j. Advertising on vehicles is subject to requirements set out in MSA Yearbook 2017 Regulation **H29.1.2 & H29.1.3**.
- k. 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:

- a. The chassis as produced by the manufacturer with the original material must be retained in all aspects in respect of material, thickness & contour.
- b. The addition of chassis material or strengthening of chassis, or chassis members, is prohibited.
- c. Lightening or reducing of chassis, or chassis member strength, is prohibited.
- d. Seam welding is not permitted.

5.5.1 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 be complete and standard in shape and silhouette, material and thickness on all exterior surfaces, unless detailed otherwise in Championship Regulations 5.6.3
- b. Replacement of panels with non-original material is prohibited.
- c. It is only permitted to make holes in panels for the passage of cables, fuel, water, oil, hydraulic, instrument or fire extinguisher lines.
- d. All redundant holes must be covered with a non-flammable material.

5.6.2. **Interior:**

- a. Floor carpets, under felt, sound deadening, headlining, front and rear parcel shelves, centre consoles, the front passenger seat, rear seats and trim in the boot/luggage compartment may be removed.
- b. All internal panels and subassemblies must remain as originally manufactured. Strengthening is not permitted.
- c. Battery trays and their supports may be removed.
- d. The dashboard must be retained as originally manufactured in original material. No modifications are permitted.
- e. Instrumentation is free provided it is fitted within the existing cut out areas in the standard dash panel (i.e. the speedometer binnacle or the apertures created by the removal of heater controls / audio equipment)
- f. Instrument pods other than those supplied as standard are not permitted.
- g. The interior door trim must be retained in original or other non-flammable material.
- h. Window mechanisms must remain as production and must be operational
- i. Vehicles must be fitted with at least one interior rear – view mirror. The fitment of a wide angle interior rear view mirror is recommended.
- j. Driver's seat is free providing Championship Regulation 5.3.5 is respected. The driver must be located entirely to one side of the centre line of the car. Local modifications are permitted for the purposes of secure and safe mounting
- k. Heaters and interior ventilation systems may be removed. **It is recommended to retain a heating and de-misting system.**
- l. Air conditioning / climate control systems and their related hardware may be removed
- m. A strut brace between the front strut towers may be fitted.
- n. A strut brace between the rear strut towers may be fitted.

5.6.3 **Exterior:**

- a. Reworking or modification to exterior bodywork is prohibited but any part of the arch/wing pressing folded into the wheel arch may be deformed, but not removed, to give clearance to the tyres.
- b. The original boot and bonnet hinges and fasteners must be retained.
- c. The original bonnet and boot shut lines must be as in production.
- d. All external trim must be retained except for external decorative strips which may be removed.
- e. Radiator grill slats must not be removed unless they are less than 1" apart, if so alternate slats may be removed.
- f. Original glass windows shall be retained as per production. All original window mounting hardware (i.e. mounting rubbers, sliders, guides, quarter-lights and other externally visible features) must be retained.

5.6.4 **Silhouette:**

Bodywork must be complete and standard in shape and silhouette. 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 over-riders).

- 5.6.5 **Ground clearance:**
- a. Minimum ground clearance is 100mm excluding exhausts and silencers.
 - 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. All engine components must be the standard production components unless stated otherwise in Championship Regulation Section 5.7
 - b. Vehicles must not exceed 110% of the manufacturers published standard power output for that model. The organisers may require vehicles to be tested for power output. Such testing will be done at an approved testing facility or vehicles may be tested at the circuit.
 - c. The original sump must be retained but may be baffled.
 - d. "Accusump" systems are permitted.
- 5.7.2 Dry sump systems are prohibited.
- 5.7.3 **Cylinder Block:**
- a. It is permitted to re-bore the standard size cylinder block up to a maximum of plus 0.065". (1.651mm)
 - b. Only original manufacturers over-size pistons are permitted.
- 5.7.4 **Cylinder head:**
- a. Cleaning and de-coking of cylinder heads is permitted but NO METAL MAY BE REMOVED FROM ANY PORT OR COMBUSTION CHAMBER.
 - b. Polishing and porting is prohibited.
- 5.7.5 **Camshafts:** - Vernier or adjustable timing gears are not permitted unless fitted as standard.
- 5.7.6 **Location:** - The engine must be located in the original position.
- 5.7.7 **Radiators:**
- a. Only original production radiators are permitted and must remain in their original location.
 - b. The fitting of additional water radiators is permitted provided they are located within the periphery of the bodywork.
 - c. The fitting of additional oil coolers is permitted provided they are located within the periphery of the bodywork.
 - d. Modification of the cooling and oil systems are permitted to facilitate the installation of items detailed in Championship Regulation 5.7.7 b. to 5.7.7 c. inclusive.
- 5.7.8 **Induction Systems**
- a. Only the original production induction system is permitted unless modifications are permitted within the Championship Regulations
 - b. Air Filters are free.
 - c. It is permitted to remove air filter and air filter boxes.
 - d. Air ducting/ trunking is free provided it does not extend beyond the periphery of the bodywork and does not produce a "Ram Effect".
 - e. Anti-surge pipes are permitted.
 - f. Return pipes from the injection system are permitted.

5.7.9 Ignition

- a. The ignition system must be of original type and system.
- b. The original method of firing must be retained'
- c. The original firing order must not be changed.
- d. Engine management Electronic Control Units (ECU) are free.

5.7.10 Exhaust System:

- a. Only original production exhaust manifolds are permitted
- b. All cars manufactured after 31 December 1999 must be fitted with a fully working catalytic converter. MSA Yearbook 2017 Regulation (J) 5.16.7. applies.
- c. The exhaust system, downstream of the manifold is free if MSA Yearbook 2017 Regulations and Championship Regulation 5.7.10 b. is respected.
- d. The exhaust system, downstream of the catalytic converter is free if MSA Yearbook 2017 Regulations and Championship Regulation 5.7.10 b. is respected.

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 Suspension type must remain unaltered from production specification

5.8.2 Original suspension components (or pattern parts to the manufacturer's original specification) must be employed in their original positions but may be strengthened.

5.8.3 Springs:

- a. Suspension springs are free if Championship Regulations 5.8.3 b. and 5.8.3c. are respected.
- b. The original operating principle as fitted by the manufacturer, (coil, leaf, torsion) shall be employed.
- c. No more than the original number of springs as fitted by the manufacturer are permitted.
- d. Spring caps are free.
- e. Spring platforms may be adjustable.

5.8.4 Shock Absorbers

- a. Shock Absorbers are free if Championship Regulation 5.8.4 b. to 5.8.4f. inclusive are respected.
- b. The original operating principle, as fitted by the manufacturer, (hydraulic, friction, lever or telescopic) must be employed.
- c. No more than the original number of shock absorbers, as fitted by the manufacturer are permitted.
- d. Front shock absorbers are permitted to have adjustable, rose jointed top mounts providing they are mounted on the original mounting / fixing points.
- e. It is permitted to reposition the front shock absorber top mounting / fixing points by repositioning the mounting / fixing points. Once repositioned the mounting /fixing points will be non-adjustable
- f. Shock absorbers not covered by Championship Regulation 5.8.4 d. and 5.8.4 e. must be mounted on the original mounting / fixing points.
- e. A telescopic damper may be converted to a single adjustable coil-over damper and the redundant coil spring removed.
- f. Remote reservoirs are not permitted

- 5.8.5 **Anti roll bars:**
Anti-roll bars and their mountings must remain as in production.
- 5.8.6 **Suspension bushes:**
- a. Suspension bushes are free providing the original production bush can be replaced in its original position without modification to the bush housing.
 - b. Spherical bearings, track rod ends or rose joints are prohibited unless fitted as standard or in conjunction with Championship Regulation 5.8.4 d.
- 5.9 **Transmission:**
- a. Only the original production gearbox may be used.
 - b. The gearbox must remain in the original position.
 - c. The gearbox must use gear ratios as per the standard production unit.
 - d. Gear levers and gearshift mechanisms are free but must employ the original method of operation, shift pattern and body shell aperture.
 - e. Locked, limited-slip, torque-biasing, and/or viscous-coupled differentials are not permitted
 - f. The rear axle must remain in its original position.
 - g. Where a differential casing is removable from an axle casing the differential casing must be regarded as part of the original axle casing and is covered by the same technical regulations.
 - h. Only the original production drive shafts and prop shafts may be used
- 5.10 **Electrical:**
- 5.10.1 Electrical equipment is free if Championship Regulation 5.10.2. to 5.10.5. inclusive are respected.
- 5.10.2 **Vehicle Onboard Starter:**
Engines are to be started at all times by the Vehicle Onboard Starter except that the use of an external portable slave battery is permitted to aid start up only in the paddock, assembly area, pit lane and on the grid.
- 5.10.3 **Battery:**
- a. The battery and starter motor must be capable of performing a number of repetitive starts.
 - b. The battery makes and type is free within MSA Yearbook 2017 Regulations, (J) 5.14.1 to (J) 5.14.7 applies.
 - c. The Battery position and orientation is free within MSA Yearbook 2017 Regulations, (J) 5.14.1 to (J) 5.14.7 applies.
- 5.10.4 **Charging Circuit:**
The Charging Circuit must be connected and operational all times whilst the Engine is running.
- 5.10.5 **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) A rear facing red high intensity fog light (or two where two are fitted as standard equipment by the vehicle manufacturer in question) MSA Yearbook 2017, Section (K) 5. applies.
 - b. Lights detailed in Championship Regulation 5.10.5 a. iii) must be operated only by the brake pedal and without a delay.
 - c. Lights detailed in Championship Regulation 5.10.5 a.iv) must not be operated by the brake pedal.
 - d. It is not permitted to tint or paint the front or rear lighting units.
 - e. All lights detailed in Regulation 5.10.5 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.
 - f. All light lenses must be complete and standard in shape, material and thickness.

- g. It is permitted to add clear protective headlight covers.
- 5.10.6. 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. Standard brake callipers must be retained.
 - b. ABS braking systems may be removed, disabled or added
 - c. Brake discs may be aftermarket items but must be of one-piece construction of the original size and material.
 - d. Rear drum brakes may be replaced with discs and callipers providing these components have come from the same manufacturer and were fitted to that model of vehicle.
 - e. Brake pad/shoe material is free.
 - f. Adjustable bias brake pedal boxes are prohibited.
 - g. A brake bias valve may be fitted.
 - h. High quality braided brake hoses may be fitted and run through the driver's compartment as required.
 - i. Forward facing fog lights mounted in, or under, the front bumper may be removed. Internal bodywork or trim behind the original fog light locations may be modified solely to allow the fitment of ducting from the original fog light locations to the front brake discs. The cross-sectional area of the ducting to each front brake disc must not exceed 45cm².
 - j. The original hand brake must be retained and must be fully operational
- 5.12. **Wheels and Steering:**
- a. For all classes the wheel diameter and width must comply with the maker's original specification for wheels fitted to the vehicle in question
 - b. Wheels may be manufactured from steel or aluminium but must be of one-piece construction.
 - c. Magnesium wheels are prohibited.
 - d. Front and rear wheels must be of the same size.
 - e. Power assisted steering may be fitted/removed.
 - f. Steering wheels are free providing MSA Yearbook 2017 Regulation (J) 5.7.1.and 5.7.2. is respected
 - g. Where the original steering wheel is retained the SRS Airbag MUST be removed/disabled.
 - h. Quick release steering bosses may be fitted.
- 5.13. **Tyres:**
- a. The control tyre for the Championship is manufactured by Toyo tyres.
 - b. Use of the Toyo Tyres Proxes R888 or Toyo Tyres Proxes R888R tyre is MANDATORY.
 - c. 'New' tyres may only be purchased from the approved supplier, Mike Stokes Motorsport.
 - d. No modification to tread pattern or tread depth by cutting is allowed.
 - e. Tyres must be listed by the tyre manufacturer as medium, or harder, for saloon car circuit applications. Soft compounds are not permitted.
 - f. Tyres will not be subject to a limiting Regulation.
 - 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 must only be used in the standard condition as supplied by the manufacturer. The application of any material (liquid, solid or gas) to any part(s) of a tyre during free practice, qualifying session or race is forbidden. The only exceptions are the use of a mixture of pure domestic water and the lubricant applied to the tyre bead for fitting purposes.
 - 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. Stickers (in 40mm white lettering) stating the cars minimum weight are to be displayed on the rear quarter windows. The minimum weight of the car should be as detailed in regulation 5.14.2
- c. 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: -

Class A	1050Kg.
Class B	1000Kg.
Class C	950kg.

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.
- d. The total weight of "minimum weight" or "success ballast" 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 **Minimum weight ballast:**

- a. It is permitted to carry ballast to achieve minimum weight.
- b. The minimum weight ballast shall be carried in addition to and shall not form any part of Success Ballast weight as defined in Championship Regulation 5.14.2

5.14.5 **Success Ballast:**

- a. Any vehicle may be required to carry success ballast as a performance equalisation measure. Such success ballast will be specified by the Technical Committee based upon the performance of the car in competition.
- b. The Technical Committee reserves the right to review the weight handicaps at any time during the Championship.

- c. The success ballast handicap is carried in addition to the 'Base' weight of the car as defined in Championship Regulation 5.14.2
- d. Competitors will be informed by official bulletin of the amount of weight they must carry.
- e. The maximum success ballast allocated shall be 150kg.
- f. Any vehicle which fails to carry the success ballast specified by the Technical Committee will automatically be deemed not to comply with the Technical Regulations.

5.14.6 Compliance with Regulation 5.14.2 and 5.14.5 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 retained in its original position.
- b. It is permitted to fit a fuel tank protection guard; its sole function must be the protection of the fuel tank. The design of the guard must be agreed with the Eligibility Scrutineer in writing, before being fitted to the car.

5.15.2 Fuel:

- a. Only 'Pump' fuel as defined in Section (B) Nomenclature & Definitions of the MSA Yearbook 2017 is allowed.
- b. An MSA approved additive is permitted.
- c. Refuelling is not permitted during qualifying, on the starting grid or during a race.

5.15.3 The original fuel pump must be retained and be fitted in its original position.


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 regulation J4 and remain as allocated until the end of the season.
- b. Race numbers shall be a three-digit number. The first digit of the three-digit number will always be 2. For example, 201, 226.
- c. 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)
BARC Logo		One on each side of the car (front wing, rear door or rear quarter)
Class Letter (40mm White lettering)	e.g. 223 A	One on each of the rear side windows, adjacent to race numbers
Class Weight (40mm White Lettering)	e.g. 950kg	One on each of the rear side windows

- d. Decals shall be fitted as issued. They may not be cut or otherwise defaced or deformed without prior approval from the Championship Organisers.
- e. 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.
- f. A Touring Car, Touring Car re-creation or a car running in period livery is only required to display the CTCRC "classictouringcars.com" sun strip
- 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 g.
- j. 5.17.1 g. & 5.17.1 h. are only applicable to current fully paid up, Racing members of the CTCRC.

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

Drivers Representative:

Contact: Andy Johnson
Tel: 07814 052142
Email: andy.johnson@classictouringcars.com

Championship Eligibility Scrutineer:

Contact: John Wardle
Tel: 07581859085
Email: johnwardlescrutineer@outlook.com