

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: -

Events:	Date:	Circuit:	Organising Club
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 VTEC CHALLENGE

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 VTEC Challenge Technical Regulations are normally indicated by being highlighted.

5.1.1 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:

5.2.1 General

The 2017 VTEC Challenge is for competitors participating in any production based Honda car (2dr, 3dr, 4dr, 5dr, Saloon, Hatchback, Estate or Roadster) powered by any production based Honda car engine and does not necessarily have to have the VTEC system.

5.2.2 Eligibility:

- a. All cars are subject to approval of their eligibility by the Championship Organisers.
- b. Cars not complying with these regulations may be eligible subject to Championship Organisers approval.
- c. 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.
- d. 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 Unless specifically permitted in these regulations, all components must be to original Manufacturers specification.

5.2.4 Classes:

5.2.4.1 Cars will run in three classes based on engine capacity and level of modifications.

5.2.4.2 Production

- a. Cars with engine of same series, derivative & capacity as that originally fitted to that model/shape of car up to 3000cc.
- b. 2015MY Civic Type R (Turbo). (Regulation restrictions apply)

5.2.4.3 Tuner

- a. Engines 1820cc and up to 3000cc

5.2.4.4 Super Tuner

- a. Any normally aspirated car that is over the maximum 3000cc capacity and/or under the minimum weight limits for "Production" or "Tuner" class.

- b. Modified 2015MY Civic Type R (Turbo).
- c. Any aftermarket supercharged or turbo charged Honda engine cars.
- d. Car's entering for one round as a "Guest" Competitor. Championship Regulation 5.2.4.5 applies.

5.2.4.5 Guest Competitors

- a. Competitors with Vehicles, not complying with these regulations, regardless of modifications and using any List 1B tyre may be allowed to compete within the "Super Tuner" class, subject to Championship Organisers approval.
- b. Guest competitors will be invited by the Championship Organisers on a one event per year per car/driver and individual vehicle basis.
- c. Any approval may be withdrawn at any time by the Championship Organisers.
- d. Guest competitors will only be allowed to run in the Super Tuner Class and will not be eligible for: -
 - i. Podium recognition
 - ii. Championship award / trophies
 - ii. Championship points.

5.2.4.6 The Championship Organisers reserve the right to move cars, which do not confirm to the "spirit" of the VTEC Challenge to a different class.

5.2.5 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.

5.2.6 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 vehicle inspected following qualification or race and found to be in breach of the 2017 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 licenced 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.

5.2.7 **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 roll cage and any door bars.
- c. Cars running non-steel **or modified** doors must be fitted with double door bars on the driver's side, either crossed or parallel.

5.3.3 **Fire Extinguisher:** K (3 to 3.5 applies)

- a. All vehicles must be equipped with a fire extinguisher. MSA Yearbook **2017** Regulation Q 19.14.7 applies
- b. Vehicles of Periods A-F must be equipped with a fire extinguisher in accordance with MSA Yearbook Regulation K3.1.2(b)
- c. All other vehicles not detailed in Championship Regulation 5.3.3 b. must be equipped with a fire extinguisher in accordance with MSA Yearbook **2017** Regulation K3.1.2(a)
- d. 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.
- e. The following information must be clearly displayed on each fire extinguisher:
 - i) Type of extinguishant
 - ii) Weight or volume of extinguishant
- f. 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
- g. 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.
- h. 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 **2017** 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.

5.3.5.5 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.
- e. Local modifications are permitted for the purposes of secure and safe mounting.

5.3.7 Seat Belts: (K 2.1. applies)

- a. Mandatory use of seat belts. MSA Yearbook 2017 regulation Q19.14.2 applies.
- b. Where Vehicles constructed in Periods A to E have seat belts fitted, the seat belts must comply with Championship Regulation 5.3.7 c.to 5.3.7 f. 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 2017 MSA Yearbook Regulation (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.

- a. 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 except for 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. For the avoidance of doubt, 'model' shall mean a vehicle of the same body shell shape, size, specification and silhouette.
- c. Fixing components such as nuts, screws, washers, lock washers; spring washers, etc. are free and may be upgraded.
- d. "Free" as referred to in these Technical Regulations shall mean be interpreted as "within the limitations imposed by the MSA Yearbook 2017 Regulations".
- e. It is permitted to repair faulty threads using Keen Inserts/ Helicoils. Where thread inserts are

- utilised the original thread diameter and pitch must be respected
- f. Advertising on vehicles is subject to requirements set out in MSA Yearbook 2017 H29.1.2 & H29.1.3.
 - g. 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.
 - 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.

5.5 Chassis:

- a. The chassis must be based on production model and recognisable as such.
- b. The standard floor pan, sills, front bulkhead, doors and roof must remain exactly as produced by the manufacturer in construction, dimension and material except as allowed in Championship Regulations
- c. The rear bulkhead (driver compartment to boot, Saloon/Coupe cars) may be made from an alternative material and may be relocated from the original.
- d. The floor pan, bulkheads, front and rear inner wings may be locally modified for the purpose of mounting, or giving clearance to, suspension components.
- e. Inner wings may be modified to provide additional wheel/tyre clearance.
- f. Front bulkheads and inner wings may be modified to permit the clearance of the induction system. Induction system shall be understood to include air induction ducting, manifolds, inlet trumpets, and ram pipes for engine carburetion or fuel injection system only. A maximum clearance dimension of 3" (75mm) is allowed.
- g. The boot floor between the chassis rails rearward of the rear axle may be modified to accept fuel and oil systems and may be made from an alternative material.
- h. Transmission tunnel and tunnel apertures may be enlarged to ease the fitment of larger transmissions.
- i. Strengthening of the chassis in the interest of safety, by the addition of material is permitted.
- j. Seam welding is 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 5.5.1 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 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. Where original materials are unobtainable, local repairs of adequate strength may be made using modern equivalents.
- b. It is only permitted to make holes for the passage of cables, fuel, water, oil, hydraulic, instrument or fire extinguisher lines.
- c. 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 and rear seats and trim in the boot/luggage compartment may be removed.
- b. It is permitted to carry out modifications on the window winders, instrument panel and all the driving controls. Additional instruments may be added.
- c. The driver's seat must be located entirely to one side of the centre line of the car.
- d. The removal of the heater, heater controls and audio systems is permitted. It is recommended to retain a heating and de-misting system.
- e. Air conditioning / climate control systems and their related hardware may be removed. **(Production Class Only)**
- f. Vehicles must be fitted with an interior rear-view mirror. The fitment of a wide-angle mirror is recommended.
- g. **The interior door trim must be retained in original or other non-flammable material**, in accordance with MSA Yearbook 2017 Regulations. All sharp edges must be covered.
- h. It is permitted to remove bonnet outer skin support frame / stiffening metalwork.
- i. It is permitted to remove boot outer skin support frame / stiffening metalwork.
- j. It is permitted to remove door outer skin stiffening metalwork. (Championship Regulation 5.3.2 c. applies)

5.6.3 Exterior:

5.6.3.1 Exterior – All Classes

- a. Glass sunroofs must be removed and replaced with a suitable material in accordance with MSA Yearbook 2017 Regulations.
- b. It is permitted to remove excess material from doors, boot lids etc for the purposes of weight saving. Regulation 5.14 applies.
- c. The original mirrors may be removed but vehicles must be fitted with at least one externally mounted rear view mirror in accordance with MSA Yearbook 2017 section Q19.15.1
- d. To aid cooling the bonnet may be raised at the rear by a maximum of 20mm.
- e. Side and rear window
 - i. Material is free but must comply with current MSA regulations.
 - ii. Holes may be cut in the rear or side window for de-misting.
 - iii. Ducts may only be fitted to side window for cooling the driver and de-misting purposes so long as they do not impede the sight line between the competitor and the rear-view mirror and nor shall they impede the competitors vision of flag signals, etc.
- f. **The original mirrors may be removed but vehicles must be fitted with at least one externally mounted rear view mirror in accordance with MSA Yearbook 2017 section (Q)19.15.1**

5.6.3.2 Exterior - Production

- a. Must retain as near as possible its original silhouette and be recognisable as the model entered.
- b. Non-standard aero will render a car ineligible for the "Production" class. Nonstandard aero includes (but is not limited to) rear wings/spoilers, front splitters, flat floors.
- c. If clear evidence of any additional aero fitted is available to show the modification to be a factory or dealer option, then this should be presented at the time of registration for the series.

- d. Copies of genuine aero items meeting the above statement will also be allowed.
- e. Panels may be replaced with alternative materials. e.g. carbon or glass fibre subject to any blue book restrictions and provided they retain the standard silhouette in side elevation.
- f. Wheel arches may be rolled. Arches may also be extended outwards (pulled/rolled) to a maximum of 10mm beyond the standard arch location. (Regulation 5.6.3.2.h. must be respected)
- g. It is not permitted to space or relocate body panels to accommodate wheel width changes.
- h. No add on arch extensions permitted other than original equipment
- i. Bonnet lid, boot lid and door panels may be replaced by lightweight material providing they exactly retain the original standard shape and outline.

5.6.3.3 Exterior - Tuner & Super Tuner

- a. Wheel arch extensions are permitted.
- b. Spacing or relocation of body panels to accommodate wheel width changes is permitted.
- c. Rear aerofoils (MSA Yearbook 2017 Regulation J 5.2.7 applies)
Fitment of non-standard rear wings are permitted and shall comply with the requirements of Regulations 5.6.3.3 c. i. to 5.6.3.3 c. v. inclusive.
 - i. Excluding mounting pylons, rear aerofoils must be able to fit through a box 310mm x 200mm.
 - ii. Rear aerofoils must not extend beyond the maximum width of the coachwork (excluding wing mirrors).
 - iii. Rear aerofoils must not extend beyond the rear of the rear bumper more than 100mm.
 - iv. Rear aerofoils must not extend above the maximum height of the roof.
 - v. Competitors wishing to run a rear aerofoil that does not adhere to Championship Regulation 5.6.3.2 c. must submit a written specification of the aerofoil to the Championship Organisers for approval/ rejection. The Championship Organisers reserves the right to withdrawn approval at any time.

5.6.4 Ground clearance:

- a. Under no circumstance can any part of the bodywork or of the suspended part of the car be below a horizontal plane passing 40mm above the ground.
- b. Will be measured with the Driver on board (wearing his complete racing apparel),
- c. Will be measured with the vehicle and driver, including minimum Weight Ballast where applicable 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 All Classes

- a. Entrants must declare their actual engine capacity (including any overbore or stroking) at the time of registration.
- b. Must be based on a production car unit from the manufacturer (e.g. B, D, F, H or K series), although it does not have to be from the car model being raced.
- c. Engine to remain on the original side of the front bulkhead as specified and supplied by the manufacturer.
- d. Engine to remain in original orientation as specified and supplied by the manufacturer.
- e. Engine mountings and support members may be changed for alternative items.
- f. No motorcycle engines are permitted.

5.7.2 Production

- a. Engine "type" is classified as B16a, B16b, H22a, B18c K20a etc.

- b. The use of an engine of the same type is permitted if the car was originally fitted with the same type.
e.g. B16a in replacement of a B16a2 or K20a in replacement of a K20a2.
- c. The use of an engine from the same model/shape of base vehicle is permitted. e.g. B16b into EK Civic.
- d. The engine capacity must be no more than the capacity of the engine originally fitted to that model/shape of car. (Plus, allowed overbore. 5.7.2 g applies)
- e. It is permitted to remove metal from the cylinder block.
- f. It is permitted to overbore a "Standard" cylinder block up to a maximum of plus **0.020"** (0.5mm).
- g. Hybrid engines are prohibited (i.e. The cylinder head must be from same series as the bottom end)
- h. Production 2015MY Civic Type R (Turbo) engine must retain standard engine internals.
- i. All internal engine modifications or replacements are prohibited, **this is not limited to but including:** -
 - i. Camshafts,
 - ii. Valve train,
 - iii. Pistons,
 - iv. Cylinder head,
 - v. Con rods,
 - vi. Crank.
- j. Removal of balancer shafts is permitted.
- k. Engine to remain in original position as specified and supplied by the manufacturer.
- l. Engine to remain in original position as specified and supplied by the manufacturer.

5.7.3 Tuner

- a. All engine modifications are free.
- b. 2015MY Civic Type R (Turbo) shall retain the original specification turbo, original intercooler, standard engine internals.
- c. Engine swaps **are** allowed
- d. Position of engine is free subject to the requirements of Regulation 5.6.4 being respected.
- e. Hybrid engines are permitted. Eg. B20 VTEC

5.7.4 Super Tuner

- a. All engine modifications are free.
- b. Position of engine is free subject to the requirements of Regulation 5.6.4 being respected.
- c. Engine swaps **are** allowed

5.7.5 Oil / Water Cooling:

- a. The oil/water cooling systems are free.
- b. The fitting of additional oil coolers is permitted provided they are located within the periphery of the bodywork.
- c. Water cooling radiators are free but must remain in their original location.

5.7.6 Induction Systems

5.7.6.1 All Classes

- a. Factory fitted forced induction is permitted (diesel or petrol engine) and the vehicle will be classified depending upon fuel type and the rest of the vehicles modifications.

5.7.6.2 Production

- a. Engines must run a single plenum throttle body (i.e. no individual throttle bodies)
- b. All external bolt on modifications including throttle body, intake manifold are free.
- c. 2015MY Civic Type R (Turbo) must retain the "original", unmodified turbo.
- c. 2015MY Civic Type R (Turbo) must retain the "original", unmodified intercooler.

5.7.6.3 Super Tuner

- a. Aftermarket forced induction is permitted.
- b. Water injection is permitted.
- c. Intercoolers are permitted, aftermarket or original, provided they are located within the periphery of the bodywork.

5.7.7 Ignition

5.7.7.1 Production

- a. Ignition systems are free
- b. Engine management Electronic Control Units (ECU) are to remain "standard" and unmodified.

5.7.7.2 Tuner

- a. Engine management Electronic Control Units (ECU) are free.

5.7.8 Exhaust System:

5.7.8.1 All Classes

All cars, manufactured after 31/12/99 are required to have a fully working exhaust catalytic converter fitted. **MSA Yearbook 2017 Regulation (J) 5.16.7. applies**

5.7.8.2 Production

All external bolt on modifications including exhaust manifold and exhaust are free.

5.7.9 Lubrication:

Super Tuner

- a. Dry sump oil lubrication systems are permitted.

5.7.10 Sealing

- 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: Cross drilled through two adjacent retaining screws or studs.
 - iii) Turbo: Cross drilled through one retaining screw or stud fastening the compressor housing to the centre housing and the nearest retaining screw or stud to it fastening the turbine housing to the centre housing.
- 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.

5.11 Suspension:

5.11.1 Production

- a. Must be **as manufacturers** original design, although alternative dampers/springs allowed including adjustable platform (coil over) types. Spring rates are free, as are uprated bushes/spherical bearings.
- b. The use of any external/remote reservoir suspension systems are prohibited.
- c. Hubs/uprights must be of original design and material.
- d. Adjustable camber arms/bolts are free.
- e. Shock absorber and wishbone (if applicable for the model) upper and lower mounting points must be in the original location.
- f. One piece wheel spacers up to a maximum of 20mm may be fitted
- g. The wheel base and Track must retain as standard except for the effects of the permitted adjustments in camber / castor and the permitted wheel spacers

5.1.2 Tuner & Super Tuner

- a. All suspension modifications are free.

5.11.3 All Classes

- a. Wheelbase must remain as per the original car within a tolerance of +/-2" (50mm).

5.12 Transmission:

- a. Must be based on production casing from the manufacturer, otherwise free.
- b. Drive layout must be the same as that car model had from the factory.

- c. Conversion from 2-wheel drive to 4-wheel drive or front wheel drive to rear wheel drive or similar is not permitted. (No changes to drive wheels are allowed).
- d. Driver aids such as traction control/launch control etc. are only permitted if it is the original system in use from the production car.
- e. Gear ratios and type are free
- f. Differentials are free.
- g. The final drive ratio is free.
- h. Conversion from manual to automatic transmission and automatic to manual transmission is permitted.
- i. Sequential boxes are permitted. (Super Tuner only).

5.13. Electrical:

5.13.1 Electrical equipment is free if Championship Regulation 5.13.2 to 5.13.5 inclusive are respected.

5.13.2 Vehicle on Board Starter:

- a. Engines are to be started at all times by the Vehicle on Board 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.

5.13.3 Battery:

- a. The battery and starter motor must be capable of performing a number of repetitive starts.
- b. The battery make is free.
- c. The Battery position and orientation is free within MSA Yearbook 2017 Regulations, ((J) 5.14.1 to (J) 5.14.7) applies.

5.13.4 Charging Circuit:

- a. Use of the 12-volt (nominal) 'standard' generator, is compulsory.
- b. The Charging Circuit must be connected and operational all times whilst the Engine is running.

5.13.5 Lights:

- a. All cars must be fitted with the following: -
 - i. A minimum of two forward facing high intensity, white, 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 5.13.5 a. iii. must be operated only by the brake pedal and without a delay.
- c. Lights detailed in Championship Regulation 5.13.5 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 5.13.5.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.

5.13.6 A fully operating windscreen wiper must be fitted and in full working order throughout the entire Event. MSA Yearbook 2017 Regulation (Q) 19.15.3. Applies.

5.14 Brakes

5.14.1 Production:

- a. Brake discs to be limited to 300mm in diameter, unless it can be demonstrated that larger diameter discs are a "standard fitment" for the make and exact model of car entered to race.
- b. Vented/grooved/drilled discs are permitted
- c. Brake calipers to be limited to Honda OEM only, however upgrades from another Honda model are permissible.

- d. Brake Pads are free
- e. It is permitted to removed ABS systems.
- f. It is permitted to removed balancer shafts.
- g. Ducting for the sole purpose of cooling brakes or removing dust is permitted.
- h. Holes may be made in inner wheel arches for the passage of brake ducts.

5.14.2 Tuner & Super Tuner

- a. All brake upgrades are free.
- b. It is permitted to removed ABS systems.
- c. Ducting for cooling brakes or removing dust is permitted and holes may be made in inner wheel arches for the passage of brake ducts.

5.15 Wheels / Steering:

5.15.1 Production:

- a. Wheel type is free, but size is limited to a maximum of 1" over standard diameter/width only.
- b. Wheels must utilise the original type of attachment to the hub (no single nut center fixing unless fitted as standard).
- c. Reduction of wheel size from standard is permitted.
- d. Removal of power steering is permitted

5.15.2 Tuner/Super Tuner:

- a. Wheel type and size is free.

5.15.3 Conversion from 4 stud to 5 stud is permitted but only if the hub is taken from the standard manufacturer production car eg; 4 stud Civic using Integra Type-R 5 stud hubs.

5.15.4 The wheel and tyre combination must be covered by the original bodywork/or arches of the vehicle. MSA Yearbook 2017 Requirements apply.

5.16 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 (GG compound) is MANDATORY except as detailed in 5.13 c.
- c. For a "one off" entry, cars are permitted to use any list 1B tyre. (Regulation 5.2.4.5 applies)
- d. 'New' control tyres may only be purchased from the approved supplier, Mike Stokes Motorsport.
- e. No modification to tread pattern or tread depth by cutting is allowed.
- f. Tyres must be listed by the tyre manufacturer as medium, or harder, for saloon car circuit applications. Soft compounds are not permitted.
- g. Tyres will not be subject to a limiting Regulation.
- h. 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.
- i. 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.
- j. Pressure regulation valves are prohibited. MSA Yearbook 2017 Regulation, ((J) 5.9.4. applies)
- k. The use of tyre warmers is prohibited.
- l. The top of any tyre must not protrude outside of the wheel arch when in straight ahead position
- m. The tyre must not be visible when viewed from above. When viewed from the rear, the tyre must not be visible above any point 50mm or more above the axle centre line. MSA Yearbook 2017 section (J)5.2.6.

5.17 **Weights:**

5.17.1 **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 5.17.2 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 **Championship Organisers** reserves the right to review the minimum weights at any time during the season.
- e. **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 5.17.2**
- f. Compliance with regulation 5.17.2 will be checked prior to removal of fuel samples.

5.17.2 **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 5.17.4 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: -

Production - (normally Aspirated)		No minimum weight
Production - 2015MY Civic Type R (Turbo)		1250kg
Tuner (normally Aspirated)	Over 2168cc	1100kg
	up to 2168cc	1050kg
	up to 1820cc	975kg
	up to 1620cc	900kg
Tuner – 2015MY Civic Type R (Turbo)		1250kg
Super Tuner (normally Aspirated)		No minimum weight
Super Tuner Forced Induction		1250kg

5.17.3 **Ballast:** MSA Yearbook **2017** Regulation (section (j) 5.15 applies)

- a. Ballast, required to achieve the minimum weight and/ or success / parity 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.
- c. It is permitted to locate ballast within a touring car specification ballast box. The ballast box attachment to the shell/chassis must respect MSA Yearbook **2017** requirements and 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.

5.17.4 **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 / Parity weight as defined in Championship Regulations 5.17.5

5.17.5 Success /Parity 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 minimum weights at any time during the season.
- c. The success ballast handicap is carried in addition to the minimum weight of the car as defined in Regulation 5.17.
- d. Competitors will be informed by official bulletin of the amount of weight they must carry.
- e. 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.
- f. Fitment of success ballast shall be in accordance with MSA Yearbook **2017** Requirements.
- g. The Technical Committee reserves the right to review the weight handicaps at any time during the Championship.
- h. The maximum success /parity ballast allocated shall be 150kg.

5.18 Fuel Tank / Fuel:

5.18.1. Types

- a. Fuel tank construction is “free” subject to compliance with MSA Yearbook **2017** Requirements.
- b. Racing type safety fuel cell may be used. MSA Yearbook **2017** Regulation (K)4 applies

5.18.2. Location

- a. Fuel tank/cell may be located anywhere to the rear of the driver’s seat, subject to compliance with MSA Yearbook **2017** requirements.

5.18.3. Fuel

- a. Only ‘Pump’ fuel as defined in section (B) Nomenclature & Definitions of the MSA yearbook 2016 is allowed.
- b. An MSA approved additive is permitted.
- c. The introduction of any other media into the engine, except as detailed in Championship Regulation 5.6.3 c. is prohibited.
- d. Refueling is not permitted during qualifying, on the starting grid or during a race.

5.18.4 Fuel Delivery Systems:

Production

- a. Fuel pumps, regulators, filters and systems are free **subject to compliance with MSA Yearbook 2017 Requirements.**

5.19 Silencing:


Silencers are free. Silencing must comply with MSA Yearbook **2017** Regulation J5.17 & J5.18 and the Circuit noise requirements.

5.20 Numbers and Championship Decals:

5.20.1 Positions

- a. Race numbers must be displayed in accordance with MSA Yearbook 2017 Regulation Q11.4..
- b. **Race numbers shall be a three-digit number. The first digit of the three-digit number will always be 4. For example, 401, 426.**
- c. The numbers for each rear side window, which shall be;
 - (i) A minimum of 200mm high
 - (ii) With a stroke width of at least 20mm
 - (iii) Coloured reflective yellow.
- d. The windscreen of all cars must display the competition number accordance with MSA Yearbook 2017 Regulation Q.11.4.2. positioned on the upper area of the passenger’s side of the windscreen, as follows; -

- (i) The numerals must be at least 150mm high
 - (ii) Be in the same colour and font as those displayed on the rear side windows
 - (iii) Be placed no closer than 50mm from the lower edge of the windscreen “sun-strip” and 50mm from the side edge of the windscreen.
- e. 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.
- f. 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)
Class Letter (50mm White lettering)	e.g. 423 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

- g. Decals shall be fitted as issued. They may not be cut or otherwise defaced or deformed without prior approval from the Championship Organisers.
- h. 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.
- i. Points will ONLY be awarded to competitors correctly displaying the required decals
- j. One set of Decals may be obtained from the CTCRC nominated supplier free of charge.
- k. A charge may be levied for any extra decals required to those issued in 5.17.1 j.
- l. 5.17.1 i. & 5.17.1 j. 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