

## 10. TECHNICAL REGULATIONS – BURTON POWER BLUE OVAL SALOONS

### 10.1 INTRODUCTION:

- a) The following technical regulations are set out in accordance with Motorsport UK specified format and it should be clearly understood that if the following texts do not clearly state that you can do it, you should adopt the principal that you cannot.
- b) Anything that is not explicitly authorised in writing by the Championship Committee and anything that is not specified either in these regulations or in any Official Championship Bulletin is therefore strictly forbidden and thus 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 2020 Burton Power Blue Oval Saloon Series Technical Regulations are normally indicated by being underlined or highlighted.

### 10.2 DESCRIPTION:

#### 10.2.1 General:

The Blue Oval Saloon Series is for competitors participating in Saloon, Coupe, Hatchback or Estate cars manufactured by the Ford Motor Company that are designed to carry at least four people, based on the standard fibreglass or steel production shell and which were marketed before 1st January 2011. All cars are subject to approval of eligibility by the Championship Organisers but cars not complying with these regulations may be eligible subject to committee approval.

#### 10.2.2 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 as guests.
- c) The responsibility to prove eligibility is that of the Competitor at all times. For clarification of a Competitor refer to the Motorsport UK Yearbook section B Nomenclature & Definitions.
- d) Proof of a vehicles' eligibility may be substantiated by production of a Historic Technical.
- e) 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.
- f) Where no such paperwork is available, the Competitor must produce written confirmation from the CTCRC Committee as to the eligibility of the vehicle model in question.
- g) 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.

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

#### 10.2.4 Classes:

10.2.4.1 Cars will run in seven classes based on actual capacity plus equivalency factor:

CLASS S	0000cc – over 3601cc using slick tyres
CLASS A:	Over 3601cc
CLASS B:	2901cc – 3600cc
CLASS C:	2151cc – 2900cc
CLASS D:	1701cc – 2150cc
CLASS E:	1401cc – 1700cc
CLASS F:	0000cc – 1400cc



- a) Equivalency Factor = Forced induction 2 valve engines = 1.4:1  
Forced induction 4/5 valve engines =1.5:1
- b) Equivalency Factor = 2 valve normally aspirated engines =0.8:1  
Multi valve specials, e.g., Millington, Smith, and Jones type engines =1.3:1

#### 10.2.4.2 Invitation 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 invitation 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) Invitation 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) Invitation competitors will not be eligible for: -
  - i. Podium recognition
  - ii. Championship award / trophies
  - iii. Championship points.

#### 10.2.5 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.

#### 10.2.6 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 Motorsport UK Yearbook.
- 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) If a car is 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 a Motorsport UK 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 a Motorsport UK 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 Motorsport UK Regulations and these Championship Regulations.

### **10.3 SAFETY REQUIREMENTS:**

10.3.1 All Motorsport UK Section K, Competitor Safety Criteria Regulations will apply as relevant unless stated herein.

#### **10.3.2 Safety Roll-Over Structures: K1 to K1.8 applies:**

- a) All vehicles must be fitted with a safety roll-over structure as defined in the Motorsport UK Yearbook, Section K.
- b) Interior fittings, trim and bodywork may be locally modified to allow fitting of the safety over structure roll- roll cage 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.

#### **10.3.3 Fire Extinguisher: K3 to K3.5 applies:**

- a) All vehicles must be equipped with a fire extinguisher. Motorsport UK Yearbook, Regulation Q.13.10.7 applies.
- b) Vehicles of Periods A-F must be equipped with a fire extinguisher in accordance with Motorsport UK Yearbook Regulation K3.1.2b.
- c) All other vehicles not detailed in Championship Regulation 10.3.3b must be equipped with a fire extinguisher in accordance with Motorsport UK Yearbook Regulation K3.1.2a.
- 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 Motorsport UK Yearbook Regulation K3.2.2.

#### **10.3.4 Main External Circuit Breaker:**

- a) A Main External Circuit Breaker in compliance with the Motorsport UK Yearbook Section K8. 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.

#### 10.3.5 Lights:

Lights detailed in Championship Regulations 10.10.5 must be in working order throughout the entire Event.

#### 10.3.6 Seat and Seat Mounting: K2.2. applies

- a) The Seat and Seat Mounting shall comply with the Motorsport UK Yearbook Regulation K2.2 and K2.3
- 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.

#### 10.3.7 Seatbelts: K2.1. applies

- a) Mandatory use of seat belts. Motorsport UK Yearbook regulation Q.13.10.2 applies.
- b) Where vehicles constructed in Periods A to E have seat belts fitted, the seat belts must comply with Championship Regulation 10.3.7c to 10.3.7e 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 Motorsport UK Yearbook Regulation K2.1.2.
- e) Seat belts must be worn and 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).

#### 10.3.8 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. Motorsport UK Yearbook Regulation Q.12.1.1c applies.

#### 10.3.9 Crash Helmet:

Crash helmets must comply with the requirements of Motorsport UK Yearbook K10.1 to K10.4 applies.

#### 10.3.10 FHR:

Mandatory for all forms of circuit racing with the exception of period defined vehicles (pre-1977), which will remain as a recommendation. Motorsport UK Yearbook Q12.1.1e applies.

### 10.4 GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS:

- a) All vehicles must comply with Motorsport UK general Technical Regulations and the relevant parts of the Motorsport UK Yearbook Sections J & Q unless otherwise stated herein.
- b) Vehicles may be brought up to any series production specification for that model prior to the final date of manufacture.
- c) For the avoidance of doubt, 'model' shall mean a vehicle of the same body shell shape, size, specification, and silhouette.
- d) Any component listed on the Motorsport UK, FIA/FISA (or national equivalent for foreign cars) homologation papers for use in Group N, Group 1, Group A and Group 2 during the series production of that model may be substituted for the original component provided that the



substitute part was in production or homologated prior to the final date of that particular models manufacture. The responsibility to prove eligibility is that of the Competitor at all times.

- e) Nuts, bolts, washers and locking devices are free.
- f) Where these regulations call for original components or pattern parts, these must be to the manufacturer's original specifications for that model as catalogued by the manufacturer, or importer, prior to the final date of that models manufacture.
- g) Advertising on vehicles is subject to requirements set out in Motorsport UK Yearbook H29.1.2 & 3.
- h) 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.

## 10.5 CHASSIS:

- a) 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 10.5.8
- b) The rear bulkhead (driver compartment to boot in Saloon/Coupe cars) may be made from an alternative material and may be relocated from the original
- c) It is prohibited to remove or relocate front or rear inner wings. Inner wings may be modified to provide additional wheel/tyre clearance.
- d) Front bulkheads and inner wings may be modified for the purpose of mounting, or giving clearance to, suspension components and 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.
- e) 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.
- f) Transmission tunnel and tunnel apertures may be enlarged to ease the fitment of larger transmissions.
- g) Strengthening of the chassis in the interest of safety, by the addition of material is permitted.
- h) Seam welding is permitted.

### 10.5.1 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 Motorsport UK Yearbook Q.13.1.3.
- b) In addition to 10.5.1a. 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.



## 10.6 BODYWORK AND DIMENSIONS:

### 10.6.1 General:

Where original materials are unobtainable, local repairs of adequate strength may be made using modern equivalents. It is only permitted to make holes for the passage of cables, fuel, water, oil, hydraulic, instrument or fire extinguisher lines or for the purposes of ducting and cooling.

### 10.6.2 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) Door and rear quarter trims must be retained but may be made from an alternative material.
- c) It is permitted to carry out modifications on the window winders, instrument panel and all the driving controls.
- d) Additional instruments may be added.
- e) Driver's seat is free providing Championship Regulation 10.3.6 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.
- f) The removal of the heater, heater controls and audio systems is permitted.
- g) Vehicles must be fitted with an interior rear-view mirror. The fitment of a wide-angle mirror is recommended.
- h) All redundant holes in bulkheads must be covered with a non - flammable material.
- i) A strut brace between the rear strut towers may be fitted.
- j) It is permitted to carry out modifications to the centre tunnel for the re-routing of exhaust system. Motorsport UK Yearbook Regulation J5.16.1. applies.

### 10.6.3 Exterior - General:

- a) Windscreens must be laminated glass.
- b) Window material for side and rear windows is free but must comply with Motorsport UK regulations.
- c) Holes may be cut in the rear or side window for de-misting.
- d) 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 competitor's vision of flag signals, etc.

### 10.6.3.3 Exterior:

- a) Replacement of the front and rear wings and front body panels by lightweight material panels is permitted provided they exactly retain the standard silhouette inside elevation and don't extend the production (not homologated) wheel arch by more than 4". One-piece front-end assemblies are prohibited. "Front" is defined as the point forward of the baseline of the windscreen. Standard wings, if retained, may be modified by working the original metal and/or fitting wing extensions which must be over the tyre in accordance with Vehicle Regulations.
- b) It is permitted to cut holes in the rear part of the front wings no bigger than 200mm high x 200mm wide for cooling purposes only and these must be filled with mesh or slats.
- c) A horizontal front spoiler/splitter may be fitted to the bottom edge of the front bodywork but may not extend more than 50mm beyond the original plan view including bumper and may not exceed the width of the car across the front wheel arches. The splitter may be a separate item.
- d) The removal of exterior trim is allowed with exception of the complete front grill. Front grilles are to remain as standard, but inner slats may be removed to aid cooling.



- e) Headlights must be fitted in the original locations but need not be the original headlight unit for the vehicle.
- f) Front and rear bumpers may be replaced with lightweight replicas of standard size and shape.
- g) Bonnet and boot-lid/tailgate may be replaced by lightweight replicas and may include bonnet bulges, bonnet scoops and blending to the wheel arches. To relieve under bonnet heat, a maximum of two bonnet apertures are permitted. Louvres must be fitted in the aperture.
- h) Normally aspirated, front wheel drive, transverse engine cars in classes A, B & C may fit a bonnet scoop with an opening of 400mm wide x 50mm high to cover the air filter/inlet trumpets.
- i) Fitment of aerofoils is allowed if fitted in production or available from Ford for the model.
- j) All classes may fit additional rear aerofoils (Motorsport UK Yearbook Regulation J5.2.7 applies)
- k) Excluding the mounting pylons, rear aerofoils must be able to fit through a box 9" X 5" (230mm x 125mm).
  - i. They must be contained within the original production plan view of the car. (excluding wing mirrors).
  - ii. Non-standard aerofoils may not extend above the roofline.
- l) Roof mounted air vents are permitted.

#### 10.6.4 Silhouette:

The silhouette of the vehicle above the centre line of the wheels must remain as original for that model except for rear spoilers and roof mounted air vents.

#### 10.6.5 Ground Clearance:

- a) Ground clearance to the chassis, cross members or gearbox mounting shall be no less than 60mm.
- b) No part of the bodywork or the suspended part of the car may be below a horizontal plane passing 40mm above the ground.
- c) Will be measured with the Driver on board (wearing his complete racing apparel),
- d) 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.
- e) 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.

### 10.7 ENGINE:

10.7.1 To allow for scrutineer's wire seals, every installed engine must have 1.6mm (1/16in) holes drilled in at least two adjacent sump bolts and two adjacent rocker/cam cover bolts. 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.

#### 10.7.2 Engine:

- a) The engine block and cylinder head must be manufactured by the Ford Motor Company or by another company to copy the original Ford unit. Material is free. The engine block must be externally identifiable as being one fitted to a Ford vehicle.
- b) Cylinder head/s are free, and the replacement or modification of all mechanical components is permitted.
- c) All internal engine components are free.
- d) The engine must remain on the original side of the front and rear bulkheads and be orientated as production for the car entered. Engine mountings and support members may be changed for alternative units and may be chassis mounted.



- e) The engine must remain in its original position plus or minus 3" (75mm) in the vertical or horizontal plane.

### 10.7.3 Induction Systems:

#### 10.7.3.1 Forced Induction Systems:

- a) The only permitted method of adjusting the boost pressure setting shall be manually from within the driver compartment.
- b) It is permitted to adjust the boost pressure during a race.
- c) Boost pressure is free.

#### 10.7.3.2

- a) Fuel injection is permitted and unrestricted whether fitted as standard or not.
- b) Carburettors and air filters are free.
- c) Water injection is only permitted where it has been previously homologated for use on that particular vehicle.
- d) When water injection is used the requirements of 10.2.2d must be respected.
- e) Inlet manifolds are free but must be of a bolt on type unless cast by the manufacturer.

#### 10.7.4 Exhaust Systems:

- a) Exhaust manifolds and systems are free if Championship Regulations 10.7.4.1b to 10.7.4.1f inclusive are respected.
- b) The exhaust manifold must be of a bolt on type unless cast by the manufacturer.
- c) Exhaust systems must exit at the periphery of the vehicle.
- d) Side exit exhausts are permitted but must exit behind the midpoint of the wheel base.
- e) It is prohibited to pass any part of the exhaust system through the driver compartment.
- f) All cars must conform to the current Motorsport UK requirements as detailed in the Motorsport UK Yearbook J5.16.

#### 10.7.5 Ignition System:

The ignition system is free.

#### 10.7.6 Fuel Delivery System:

The fuel delivery pumps, regulators, filters and system are free subject to compliance with Motorsport UK Yearbook requirements.

#### 10.7.7 Oil / Water Cooling:

- a) Radiators are free providing they remain in the original location.
- b) Oil coolers and additional water radiators are permitted provided they are located within the periphery of the bodywork.
- c) Intercoolers are free provided they remain within the periphery of the vehicle.
- d) 'Dry' sump oil systems are permitted.

### 10.8 SUSPENSION:

- a) Suspension springs are free. Spring platforms may be adjustable.
- b) Dampers are free and may be converted to adjustable coil-overs. Redundant coil springs may be removed.
- c) Adjustable front suspension top mounts are permitted. Strut top braces are permitted.
- d) Anti-roll bars, their mountings and links are free. Anti-tramp bars, panhard rods, watts linkages and their mountings may be added. Compression struts are permitted.





- e) Mk1 & 2 Escort may be fitted with 4/5/6 link rear suspension and the rear floor may be re-worked to accept the required linkage boxes.
- f) Suspension bushes are free.
- g) Wheelbase must remain as per the original car within a tolerance of +/-2" (+/-50mm).

## 10.9 TRANSMISSIONS:

- a) Clutch and clutch operating system is free but electronic operation is prohibited unless fitted as standard.
- b) Gear levers and gear shift mechanisms are free but must employ the original method of operation and shift pattern.
- c) Only gearbox casings produced by the Ford Motor Company, ZF, Borg Warner or Getrag are permitted. Gearbox internals are free but no more than six forward gears may be used.
- d) It is prohibited to replace a "live" rear axle with an alternative system or vice-versa.
- e) Gear ratios and type are free. The final drive ratio is free.
- f) Mechanical limited slip or torque biasing differentials are permitted.
- g) It is permitted to use a sequential gearbox on normally aspirated vehicles only.
- h) Paddle shift is permitted on a case-by-case basis approved by the championship organisers.

### 10.9.1 Traction / Launch Control:

Any form of traction control (other than as detailed in 10.9.1f and 10.9.2e is prohibited unless fitted "as standard" in production by the manufacturer.

## 10.10 ELECTRICAL:

10.10.1 Electrical equipment is free provided that Championship Regulation 10.10.2 to 10.10.5 inclusive are respected.

10.10.2 **Vehicle On-board Starter:** 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.

### 10.10.3 Battery:

- a) The battery and starter motor must be capable of performing a number of repetitive starts.
- b) The battery type and make is free within Motorsport UK Yearbook regulations, J5.14.1 to J5.14.7 applies.
- c) The Battery position and orientation is free within Motorsport UK Yearbook Regulations, J5.14.1 to J5.14.7 applies.

### 10.10.4 Charging Circuit

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

### 10.10.5 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) Motorsport UK Yearbook, Section K5 applies.
- b) Brake lights detailed in Championship Regulation 10.10.5a.iii must be operated only by the brake pedal and without a delay.



- c) Fog lights detailed in Championship Regulation 10.10.5a. 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 10.10.5a. 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.

#### **10.11 BRAKES:**

- a) Brake systems are free providing Championship Regulation 10.11b to 10.11e inclusive is respected.
- b) Carbon disks are prohibited.
- 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.
- d) Cars with single circuit braking must be fitted with an operational hand brake. Cars fitted with dual circuit braking are not required to have a handbrake fitted.
- e) Brake bias valves may be fitted. Brake servos may be fitted or removed.

#### **10.12 WHEELS/STEERING:**

- a) Wheels may be made from steel or aluminium and may be of 'split rim' or one-piece construction. Wheel diameter and width may vary front to rear. Wheel width is free provided the wheel/tyre does not protrude beyond the wheel arches.
- b) Wheel stud/nut fixing may be replaced by wheel bolts and vice versa.
- c) Hubs are free.
- d) Magnesium wheels are prohibited.
- e) Steering wheel is free subject to Motorsport UK Yearbook Regulations, J5.7.1 and J5.7.2.
- f) Steering wheel mounting hubs and steering columns are free.
- g) Power assisted steering may be fitted or removed.
- h) Steering ratio is free.

#### **10.13 TYRES:**

- a) It is only permitted to use tyres complying with Regulations 10.13.2b to 10.13.2h inclusive. Racing Wets & cut slicks will be allowed for 2021 season.
- b) Vehicles may only use tyres listed in Motorsport UK Yearbook Regulation L4 List 1A and L5 List 1B and List 1C.
- c) In addition to 10.13.b the following tyres are permitted: - MRF ZTR
- d) Tyres must be listed by the tyre manufacturer as medium, or harder, for saloon car circuit applications. Soft compounds are not permitted.
- e) Tyre tread depth must be above the 1.6mm legal limit prior to commencement of qualifying sessions or races. The tyre specification when new must be as supplied by the manufacturer.
- f) Tyre buffing is prohibited.
- g) The use of any heating / heat retention devices, tyre treatments and compounds is prohibited.
- h) Pressure regulation valves are prohibited. Motorsport UK Yearbook Regulation, J5.9.4. applies
- i) Slick racing tyres are permitted in class S.

#### **10.14 WEIGHTS:**

##### **10.14.1 No minimum weight**

## 10.15 FUEL TANK/FUEL:

### 10.15.1. Types:

- Fuel tank construction is “free” subject to compliance with Motorsport UK Yearbook Requirements.
- Racing type safety fuel cell may be used. Motorsport UK Yearbook Regulation K4 applies.

### 10.15.2 Location:

Fuel tank/cell may be located anywhere to the rear of the driver’s seat, subject to compliance with Motorsport UK Yearbook Requirements.

### 10.15.3 Fuel:



- Only ‘Pump’ fuel as defined in section B. Nomenclature & Definitions of the Motorsport UK Yearbook is allowed.
- A Motorsport UK approved additive is permitted.
- The introduction of any other media into the engine is prohibited.
- Refuelling is not permitted during qualifying, on the starting grid or during a race.

## 10.16 SILENCING:

Silencers are free. Silencing must comply with Motorsport UK Yearbook Regulation J5.17 & J5.18.

## 10.17 NUMBERS AND CHAMPIONSHIP DECALS:

- Only competition numbers allocated by the CTCRC Registrar are to be displayed. They must be displayed in accordance with Motorsport UK Yearbook Regulation J4 and remain as allocated until the end of the season.
- 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 Number Background (round or square)		One on each front door, one on the bonnet
CTCRC “classictouringcars.com” sun strip	“classictouringcars.com”	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) Class Weight (40mm White lettering)	e.g., 88 A	One on each of the rear side windows

- Decals shall be fitted as issued. They may not be cut or otherwise defaced or deformed without prior approval from the Championship Organisers.
- 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.
- Points will ONLY be awarded to competitors correctly displaying the required decals.



- f) One set of Decals may be obtained from the CTCRC nominated supplier free of charge. A charge will be levied for any extra decals required.
- g) 10.7e & f are only applicable to current fully paid up, Racing members of the CTCRC.