



11. TECHNICAL REGULATIONS – EDMUNDSON ELECTRICAL CLASSIC THUNDER

11.1 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 Edmundson Electrical Classic Thunder Saloons Technical Regulations are normally indicated by being underlined or highlighted.

11.2 DESCRIPTION:

11.2.1 General:

The Thunder Saloon Championship is for competitors participating in two-wheel drive Saloon, Coupe, Hatchback and Estate cars based on the standard fibreglass or steel production shell and designed to carry at least four people which were marketed before 1st January 2011 and Historic Thunder Saloon Cars marketed before 1st January 1990. Sportscars built prior to 1990 may be eligible for class H1 or H2 and will be approved each season on an individual vehicle basis by the Championship Organisers, the car must not deviate from the submitted specification unless such changes are approved by the Championship Organisers.

11.2.2 Eligibility:

- a) All cars are subject to approval of their eligibility by the Championship Organisers.
- b) Cars marketed after 1st January 2011 may be eligible subject to Championship Organisers approval.
- c) Cars not complying with these regulations may be eligible subject to Championship Organisers approval.
- d) The following cars are NOT eligible for this championship:
 - i. Any four-wheel drive vehicle
 - ii. RSR Escorts
- e) Space frame cars
 - i. "Fully" space frame cars may be eligible for the series, subject to the requirements of Technical Regulations 11.2.2e. ii. and 11.2.2e.iii.
 - ii. "Partial" space frame cars may be eligible for Classes H1 & H2, subject to the requirements of Technical Regulations 11.2.2f. ii. and 11.2.2f.iii.
 - iii. Competitors wishing to run either a Fully, or Part space frame car must submit a written specification of the car to the Championship Organisers. This specification will be made available to the eligibility scrutineers for pre-and post-event checks. The specification 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.



- iv. Space frame cars will be approved each season on an individual vehicle basis by the Championship Organisers and the car must not deviate from the submitted specification unless such changes are approved by the Championship Organisers. Space Frame cars need to have been built before 2011. RSR Escorts are not permitted.
- v. Sports cars may be permitted subject to committee approval. The Committee reserve the right to revoke a sports cars eligibility without notice.
- vi. The committee reserve the right to amend this specification over the course of the season for the purposes of performance equalisation. Such specification will include but is not limited to; turbo and ancillaries, turbo restrictors (if required), injection systems, wheel sizes, tyres, and minimum weights.
- vii. Any approval may be withdrawn at any time by the Championship Organisers.

f) Historic Cars

- i. Forced Induction Historic cars are eligible for the series subject to the requirements of Technical Regulations.
- ii. Normally aspirated, Historic cars are eligible for the series subject to the requirements of Technical Regulations.
- iii. 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.
- iv. 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.

11.2.3

11.2.4 **Classes:**

11.2.4.1 Cars will run in nine classes based on actual capacity plus equivalency factor, plus various modification-based penalties, and bonus where applicable:

CLASS A:	All two-wheel drive cars 4000cc and above
CLASS B:	All two-wheel drive cars 3000cc to 3999cc
CLASS C:	All two-wheel drive cars 0000cc to 2999cc
CLASS S:	Space frame cars
CLASS H1:	Historic Cars 3300cc and over
CLASS H2:	Historic Cars 2501cc to 3299cc
CLASS H3:	Historic Cars 1700cc to 2500cc
CLASS H4:	Historic Cars 0000cc to 1699cc

11.2.4.2 The following rules will also be applied.

- a) Forced induction engines are subject to an equivalency factor of 1.7 except as detailed in 11.2.2f.i.
- b) Rotary engines are subject to an equivalency factor of 2.0.

11.2.5 **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.

11.2.6 **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.



- b) 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.
- c) Any vehicle inspected following qualification or race and found to be in breach of the 2021 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.
- d) If a car is found to be ineligible for the Championship, at the committee's discretion, it can race, but only in the invitation class, and no points will be scored until the vehicle confirms to the regulations.
- e) 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.



- f) 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.

11.3 SAFETY REQUIREMENTS:

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

11.3.2 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.

11.3.3 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 11.3.3b 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.

11.3.4 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.
- f) On cars of Periods A to F (pre-1977) the triggering system may be mounted approximately vertically below the line of the scuttle on the driver's side.

11.3.5 Lights:

Lights detailed in Championship Regulations 11.10.5 must be in working order throughout the entire Event.

11.3.6 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.

11.3.7 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 11.3.7c to 11.3.7e 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).

11.3.8 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.

11.3.9 Crash Helmet:

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

11.3.10 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 Q.12.1.1e applies.

11.4 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) Fixing components such as nuts, screws, washers, lock washers; spring washers, etc. are free and may be upgraded.
- c) "Free" as referred to in these Technical Regulations shall mean be interpreted as "within the limitations imposed by the Motorsport UK Yearbook Regulations".



- d) Advertising on vehicles is subject to requirements set out in Motorsport UK Yearbook H29.1.2 & H29.1.3.

11.4.5 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.

11.5 CHASSIS:

- a) Strengthening of the chassis in the interest of safety, by the addition of material is permitted.
- b) Seam welding is permitted.

11.5.1 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 11.5.1a. 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.



11.6 BODYWORK AND DIMENSIONS:

11.6.1 General:

- a) It is only permitted to make holes in bulkhead for the passage of cables, fuel, water, oil, hydraulic, instrument or fire extinguisher lines.
- b) All redundant holes must be covered with a non-flammable material.

11.6.2 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) Driver's seat is free subject to Motorsport UK requirements. 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.
- d) The removal of the heater, heater controls and audio systems is permitted.
- e) Vehicles must be fitted with an interior rear-view mirror. The fitment of a wide-angle mirror is recommended.

11.6.3 Exterior:

- a) Front and rear wings and front body panels may be replaced by replicas made from alternative material provided they exactly retain the standard silhouette inside elevation.
- b) In all cases wings, shall respect the requirements of Motorsport UK Yearbook Regulation J5.2.6.
- c) A horizontal front spoiler/splitter may be fitted to the bottom edge of the front bodywork but may not extend more than 100mm beyond the original plan view and may not exceed the width of the car across the front wheel arches and must form a continuous part of the bodywork.
- d) Headlights must be fitted in the original locations. They need not be the original headlight unit for the vehicle but must respect the requirements of Technical Regulation 11.10.5a.
- e) Rear aerofoils (Motorsport UK Yearbook Regulation J5.2.7 applies)
 - i. Rear aerofoils must not extend beyond the rear of the rear bumper more than 100mm.
 - ii. Rear aerofoils must not extend above the maximum height of the roof.
- f) The removal of exterior trim is allowed.
- g) Window material is free but must comply with current Motorsport UK regulations. Holes may be cut in the rear or side window for de-misting. 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.
- h) The original mirrors may be removed but vehicles must be fitted with at least one externally mounted rear-view mirror in accordance with Motorsport UK Yearbook section Q.13.11.1.
- i) Roof mounted air vents are permitted.
- j) Rear diffusers are permitted.

11.6.5 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.

11.7 ENGINE:

11.7.1 General:

Engines are free providing it was produced before 2011.

11.7.2 Location:

- a) The engine must remain on the original side of the front or rear bulkhead as specified and supplied by the manufacturer for the particular model entered in the Championship.
- b) The engine must be orientated as fitted in the particular model entered in the Championship.

11.7.3 Engine mountings and support members may be changed for alternative units and may be chassis mounted.

11.7.4 Oil / Water Cooling:

- a) Radiators are free but must remain in their original location.
- b) The fitting of additional water radiators is permitted provided they are located within the periphery of the bodywork.
- c) The fitting of additional oil coolers is permitted provided they are located within the periphery of the bodywork.
- d) Modification of the cooling system is permitted to facilitate the installation of items detailed in Championship Regulation 11.7.6a. to 11.7.6c. inclusive.

11.7.5 Forced Induction Systems:

- a) Forced induction systems are permitted and unrestricted whether fitted as standard or not, except as detailed in Championship Regulations 11.7.7i and 5.7.7j.
- b) Intercoolers are free provided they remain within the periphery of the vehicle.
- c) Boost pressure is free.
- d) Water injection is permitted.
- e) Fuel injection is permitted and unrestricted whether fitted as standard or not.
- f) Fuel injection systems may be replaced with carburettors.
- g) Inlet manifolds and systems are free.

11.7.6 Exhaust Systems:

- a) All cars must conform to the current Motorsport UK requirements as detailed in the Motorsport UK Yearbook J5.16.
- b) Side exit exhausts are permitted but must exit behind the midpoint of the wheel base. It is prohibited to pass any part of the exhaust system through the driver compartment.
- c) Exhaust manifolds and systems are free.

11.7.7 Ignition System:

The ignition system is free.

11.7.8 Fuel Delivery System:

- a) Fuel pumps, regulators, filters, type, position, and system are free, subject to compliance with Motorsport UK Yearbook requirements.



b) 'Dry' sump oil systems are permitted.



11.7.9 Sealing:

- a) To allow for Scrutineers 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.

11.8 SUSPENSION:

- a) Suspension is free.

11.9 TRANSMISSIONS:

- a) Clutch and clutch operating system is free but electronic operation is prohibited unless fitted as standard.
- b) Gearbox is free. Sequential gearboxes are permitted.
- c) The fitting of automatic gear changing mechanisms to manual gearboxes is permitted. Transaxles are prohibited unless fitted as standard.
- d) Gear ratios and type are free. The final drive ratio is free.
- e) Mechanical limited slip or torque biasing differentials are permitted.
- f) Paddle shift is permitted only by a case-by-case approval by the championship organisers.

11.10 ELECTRICAL:

11.10.1 Electrical equipment is free provided that Championship Regulation 11.10.2 to 11.10.5 inclusive are respected.

11.10.2 **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.

11.10.3 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.
- c) The Battery position and orientation is free within Motorsport UK Yearbook Regulations, J5.14.1 to J5.14.7 applies.

11.10.4 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.

11.10.5 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 11.10.5a.iii must be operated only by the brake pedal and without a delay.
- c) Fog lights detailed in Championship Regulation 11.10.5a. 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 11.10.5a. 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.

11.10.6 A fully operating windscreen wiper must be fitted and in full working order throughout the entire event Motorsport UK Yearbook Regulation Q13.11.3 applies.

11.11 BRAKES:

- a) Brake systems are free providing Championship Regulation 11.11b 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.

11.12 WHEELS/STEERING:

- a) Wheels are free.
- b) Wheels must fit within the confined of the bodywork in accordance with Motorsport UK regulations.

11.13 TYRES:

- a) Tyres must fit within the confines of the bodywork in accordance with Motorsport UK regulations.
- b) Tyres are unrestricted subject to the following: -
 - i. For list 1b tyres and slicks the compound of the tyre must be listed by the tyre manufacturer as medium, or harder, for saloon car circuit applications.
 - ii. For wet (non-list 1b) tyres the compound of the tyre must be listed by the tyre manufacture as medium, or harder, for saloon circuit wet applications.
- c) The use of tyre heating / heat retention devices, tyre treatments and compounds is prohibited.
- d) Pressure regulation valves are prohibited. Motorsport UK Yearbook Regulation, J5.9.4. applies.

11.14 WEIGHTS:

11.14.1 No minimum weight

11.14.2 Compliance with regulation 11.14.2 and 11.14.3 will be checked prior to removal of fuel samples.

11.15 FUEL TANK/FUEL:

11.15.1. Types:

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

11.15.2 Location:

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

11.15.3 Fuel:





- a) Only 'Pump' fuel as defined in section B. Nomenclature & Definitions of the Motorsport UK Yearbook is allowed.
- b) A Motorsport UK approved additive is permitted.
- c) Refuelling is not permitted during qualifying, on the starting grid or during a race.

11.16 SILENCING:

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

11.17 NUMBERS AND CHAMPIONSHIP DECALS:

- a) 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.
- b) 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	TBC	Top of rear windscreen
Series Sponsor Sun strip	TBC	Top of front windscreen
Series Sponsor logos (if required - TBC)	TBC	One on each side of the car (front wing, rear door, or rear quarter)
BARC Logo		One on each side of the car (front wing, rear door, or rear quarter)
Class Letter (40mm Black lettering)	e.g., 88 A	One on each CTCRC number background adjacent to race numbers

- c) Decals shall be fitted as issued. They may not be cut or otherwise defaced or deformed without prior approval from the Championship Organisers.
- d) 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.
- e) 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) 11.7e & f are only applicable to current fully paid up, Racing members of the CTCRC.