



9. TECHNICAL REGULATIONS – SIMPLY SERVICED PRE-03 TOURING CARS

9.1 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 Pre-2003 Production Touring Car Championship Technical Regulations are normally indicated by being highlighted yellow.

9.2 DESCRIPTION:

- a) The CTCRC Simply Serviced Pre-03 Touring Cars Series is for competitors participating in two-wheel drive, four-seat saloon/hatchback or coupé cars marketed between 1st January 1993 and 31st December 2002 of which more than 5000 examples were manufactured in any 12-month period during the overall production run between these dates.
- b) All cars are subject to approval of eligibility by the Championship Organisers.
- c) Engines with more than FOUR cylinders are permitted.
- d) Engine capacity shall not to exceed 3,000cc (plus permitted overbore).

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

9.2.2 Eligibility:

- a) All cars are subject to approval of their eligibility by the Championship Organisers. BMW E36 M3 are not permitted.
- b) 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.
- c) Proof of a vehicles' eligibility may be required to be substantiated by production of documents, where issued, for the vehicle and these must be available for inspection when required.
- d) Where no such paperwork is available, the Competitor must produce written confirmation from the CTCRC Committee as to the eligibility of the vehicle model in question.
- e) The Championship Organisers in conjunction with a Licensed Eligibility Scrutineer shall determine matters as to the eligibility and the implementation which may involve photographing any part of the vehicle and performing electrical diagnostics at the scrutineer's discretion.

9.2.3 Classes:

9.2.3.1 The Class Structure will be as follows:

CLASS A:	0 to 3,000cc plus overbore (Using a sequential gearbox & using slick tyres)
CLASS B:	0 to 3,000cc plus overbore (Using a non-sequential gearbox & using slick tyres)
CLASS C:	2001 to 3,000cc plus overbore (Using a non-sequential gearbox). Using any tyre listed in Motorsport UK Yearbook Regulation L4 List 1A and L5 List 1B and List 1C.
CLASS D:	0000 to 2000cc plus over bore (Using a non-sequential gearbox). Using any tyre listed in Motorsport UK Yearbook Regulation L4 List 1A and L5 List 1B and List 1C.
CLASS I:	Invitation Class

9.2.3.2 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.

9.2.4 Presentation:

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

9.2.5 Technical Checking:

- a) The Championship Eligibility Scrutineer / Championship Organisers reserve the right to inspect, test, measure, seal or impound any component fitted to or used in conjunction with any car registered in the Championship either personally or through a nominated representative. The costs of such checking shall be borne by the CTCRC but the CTCRC shall not be liable for the costs of stripping or reassembly of vehicles after the checks have been carried out. This will be the sole responsibility of the Competitor. Exceptions to this may include appeal / protest according to the 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.

9.3 SAFETY REQUIREMENTS:

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

9.3.2 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.

9.3.3 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) The fire extinguisher must not be disarmed in any Parc Fermé area without the specific permission of the Championship Eligibility Scrutineer. Any Competitor that is found with a disarmed fire extinguisher in Parc Fermé for whatever reason will be penalised.
- c) The following information must be clearly displayed on each fire extinguisher:
 - i. Type of extinguishant
 - ii. Weight or volume of extinguishant
- d) It is recommended that the following information is clearly displayed on each fire extinguisher:
 - i. Capacity
 - ii. Service date of extinguisher. It is recommended that it must be less than 2 years since the filling date or the last service date.
- e) During Events, all extinguisher systems must be in the 'ARMED' condition (i.e., be capable of being operated without the removal of any safety device) at all times while competing or practising, including post-Event scrutineering.
- f) The external triggering point must be positioned close to the circuit breaker (or combined with it) and must be marked by the letter "E" in red inside a white circle of at least 10cm diameter with a red edge in accordance with Motorsport UK Yearbook Regulation K3.2.2.

9.3.4 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.

9.3.5 **Lights:**

Lights detailed in Championship Regulations 9.10.5 must be in working order throughout the entire Event.

9.3.6 **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.

9.3.7 **Seatbelts: K2.1. applies**

- a) Mandatory use of seat belts. Motorsport UK Yearbook regulation Q.13.10.2 applies.
- b) Seat belts fitted must comply with Championship Regulation 9.3.7c to 9.3.6e 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).

9.3.8 **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.

9.3.9 **Crash Helmet:**

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

9.3.10 **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.

9.4 **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) No component may be substituted which serves to alter the shape or size of the body shell and/or panels themselves or increases the capacity of the engine beyond that which is permitted within these Technical Regulations. Full details of optional equipment must be submitted to the CTCRC for possible inclusion on a vehicle-by-vehicle basis prior to that item of equipment being fitted.
- c) Fixing components such as nuts, screws, washers, lock washers; spring washers, etc. are free and may be upgraded.



- d) 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.
- e) Within these Technical Regulations the word “standard”, “original” or “pattern Part” used as a description of components is to be interpreted as: “The specified component from the factory or the manufacturers or importers parts list for the model or engine shown on the entry form or registration form.
- f) 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.
- g) “Free” as referred to in these Technical Regulations shall mean be interpreted as “within the limitations imposed by the Motorsport UK Yearbook Regulations”.
- h) Advertising on vehicles is subject to requirements set out in Motorsport UK Yearbook Regulation H29.1.2 & H29.1.3.

9.5 CHASSIS:

- a) The chassis must be based on production model and recognisable as such. The standard floor pan, sills, bulkheads, doors, and roof must remain as produced by the manufacturer in construction, except as allowed in Championship Regulations 9.5b to 9.5i.
- b) The rear bulkhead (driver compartment to boot, Saloon/Coupe cars) may be made from an alternative material and may be relocated from the original.
- c) The addition of chassis material or strengthening of chassis, or chassis members, is permitted.
- d) Lightening or reducing of chassis, or chassis member strength, is prohibited.
- e) Seam welding is permitted.
- f) Space frame chassis are prohibited.
- g) The floor pan, bulkheads, front and rear inner wings may be locally modified for mounting, or giving clearance to, suspension components. Inner wings may be modified to provide additional wheel/tyre clearance.
- h) 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.
- i) Transmission tunnel and tunnel apertures may be enlarged to ease the fitment of larger transmissions.

9.5.1 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 9.5.1a. 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.

9.6 BODYWORK AND DIMENSIONS:

9.6.1 General:

- a) Bodywork must be complete and standard in shape and silhouette, material, and thickness on all exterior surfaces except as allowed in Championship Regulations 9.6.3.
- b) Replacement of body panels with non-original material is prohibited.
- c) It is only permitted to make holes in bulkheads for the passage of cables, fuel, water, oil, hydraulic, instrument or fire extinguisher lines.
- d) All redundant holes must be covered with a non-flammable material.

9.6.2 Interior:

- a) Floor carpets, under felt, sound deadening, headlining, front and rear parcel shelves, centre consoles, the front passenger seat, rear seats, and trim in the boot/luggage compartment may be removed.
- b) The dashboard must be retained, modifications, sympathetic to the original dashboard are permitted.
- c) Instrumentation is free.
- d) The front door trim must be retained in original or other non-flammable material.
- e) Vehicles must be fitted with at least one interior rear – view mirror. The fitment of a wide angle interior rear-view mirror is recommended.
- f) 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.
- g) Heaters and interior ventilation systems may be removed.
- h) Air conditioning / climate control systems and their related hardware may be removed.
- i) A strut brace between the front strut towers may be fitted.
- j) A strut brace between the rear strut towers may be fitted.
- k) 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.

9.6.3 Exterior:

- a) Reworking or modification to exterior bodywork is prohibited unless detailed otherwise in Championship Regulations 9.6.3b to 9.6.3j inclusive.
- b) Any part of the arch/wing pressing folded into the wheel arch may be deformed, but not removed, to give clearance to the tyres.
- c) Bonnet lid, boot lid and door panels may be replaced by alternative material providing they exactly retain the original standard shape and outline.

- d) Body Kits
- i. Cars may be fitted with BTCC / WTCC type body kits subject to compliance with Championship Regulation 9.6.3d.
 - ii. Competitors wishing to run a BTCC / WTCC type body kit must submit a written specification of the kit to the Championship Organisers for approval/ rejection.
 - iii. The specification must include all homologation paperwork where applicable.
 - iv. The body kit will only be allowed, provided it has been validated in writing by the CTCRC committee.
- e) Horizontal front splitter
- i. May be fitted to the bottom edge of the front bodywork.
 - ii. May not extend forward more than 100mm beyond the original lower lip.
 - iii. Is not permitted to exceed the width of the car across the front wheel arches.
 - iv. The splitter may be a separate item but must form a continuous part of the bodywork.
- f) Rear aerofoils (Motorsport UK Yearbook Regulation J5.2.7 applies)
- i. They must not extend beyond the maximum width of the coachwork (excluding wing mirrors).
 - ii. They must not extend beyond the rear of the rear bumper more than 100mm.
 - iii. They must not extend above the maximum height of the roof.
 - iv. Competitors wishing to run a rear aerofoil that does not adhere to any of Championship Regulations 9.6.3f inclusive 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.
- g) 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 9.10.5a.
- h) The removal of exterior trim is allowed.
- i) Side and rear window
- i. Material is free but must comply with current Motorsport UK 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.
- j) 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 Q13.11.1
- k) Roof mounted air vents are permitted.
- l) Front underbody under tray
- m) The fitting of a front underbody tray is permitted.
- The under tray must: -
- i. respect the ground clearance,
 - ii. Be removable.
 - iii. Be flat and create no aerodynamic influences.
- Front underbody tray may extend the whole width of the underside part of the front bumper only in front of the front wheel axis.

9.6.4 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.

9.6.5 **Ground Clearance:**

- a) Under no circumstance can any part of the bodywork of the suspended part of the car or exhausts and silencers 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.

9.7 **ENGINE:**

All engine components are free providing the requirements of Championship Regulations 7.7 are respected.

9.7.1 **General:**

- a) All internal engine components are free.
- b) Engines from later models may be used up to 2.0 litre (plus overbore) but only if previously used in the same mark/ type of vehicle.
- c) An 8-valve engine may be replaced in its entirety with a 16-valve engine providing that engine was manufactured between 1st Jan 93 and 31st Dec 2003 and is of the same mark/type.
- d) Dry sump systems are permitted.
- e) Engines larger than 2000cc (excluding permitted overbore) must retain original bore and stroke (excluding permitted overbore).

9.7.2 **Cylinder block:**

- a) The engine block casting must be based on a standard production block from a model eligible for the championship.
- b) It is permitted to remove metal from the cylinder block.

9.7.3 **Cylinder Head:**

- a) Cylinder head/s are free if Championship Regulation 9.7.3c and Regulation 9.7.3d are respected.
- b) The replacement or modification of all mechanical components is permitted.
- c) The cylinder head must be based on a production head from a model eligible for the championship.
- d) Reverse orientation of the cylinder head is not permitted. It must be fitted in the same orientation as in original production.

9.7.4 **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 specific model entered in the championship.
- b) The engine must be orientated as fitted in the specific model entered in the championship.
- c) Engine mountings and support members may be changed for alternative units and may be chassis mounted.

9.7.5 **Oil / Water Cooling:**

- a) The oil/water cooling systems are free if Championship Regulation 9.7.6b to 9.7.6d inclusive are respected.



- b) Radiators are free but must remain in their original location.
- c) The fitting of additional water radiators is permitted provided they are located within the periphery of the bodywork.
- d) The fitting of additional oil coolers is permitted provided they are located within the periphery of the bodywork.
- e) Modification of the cooling system is permitted to facilitate the installation of items detailed in Championship Regulation 9.7.6b to 9.7.6d inclusive.

9.7.6 Induction Systems:

- a) Induction systems are free if Championship Regulation 9.7.8b to 9.7.6g inclusive are respected.
- b) Forced induction systems are prohibited unless turbo diesel.
- c) The number and size of throttle bodies in all classes are free.
- d) Inlet manifolds in all classes are free.
- e) Air Filters are free.
- f) It is permitted to remove air filter and air filter boxes.
- g) Air ducting/ trunking is free provided it does not extend beyond the periphery of the bodywork.

9.7.7 Ignition:

The ignition system is free.

9.7.8 Exhaust System:

- a) Exhaust manifolds and systems are free if Championship Regulations 9.7.10b to 9.7.10d inclusive is respected.
- b) Side exit exhausts are permitted but must exit behind the midpoint of the wheelbase.
- c) It is prohibited to pass any part of the exhaust system through the driver compartment.
- d) Catalytic converters must be fitted in accordance with Motorsport UK requirements.
- e) All cars must conform to the current Motorsport UK requirements as detailed in the Motorsport UK Yearbook J5.16

9.7.9 Seals:

- a) 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.
 - i. Sump: Cross drilled through two adjacent retaining screws or studs.
 - ii. Rocker/cam cover: Cross drilled through two adjacent retaining screws or studs.
- b) Engines may be sealed at any time by a Licensed Eligibility Scrutineer and only by written permission in advance from the Championship Organisers or a Licensed Eligibility Scrutineer may seals be broken.

9.8 SUSPENSION:

- a) Suspension is free if Championship Regulation 9.8b is respected.
- b) The original suspension operating principle must remain unaltered.

9.8.1 Springs:

- a) Suspension springs are free providing that Championship Regulations 9.8.1b is respected.
- b) The original operating principle as fitted by the manufacturer, (coil, leaf, torsion) shall be employed.

9.8.2 Shock Absorbers:

- a) Shock Absorbers are free providing that Championship Regulation 9.8.2b is respected.



- b) The original operating principle, as fitted by the manufacturer, (hydraulic, friction, lever or telescopic) must be employed.

9.8.3 **Anti roll bars:**

Anti-roll bars including their mountings are free.

9.9 **TRANSMISSIONS:**

- a) Clutch and clutch operating system is free.
- b) Gearbox is free if Championship Regulation 9.9c. is respected.
- c) If a sequential gearbox is used the following shall apply: -
 - i. The vehicle must run in Class A irrespective of the engine size.
 - ii. The minimum weight, before the addition of any success ballast, will be 1150kg.
- d) Gear ratios and type are free.
- e) The final drive ratio is free.
- f) Mechanical limited slip or torque biasing differentials are permitted.

9.9.1 **Traction / Launch Control:**

Any form of traction / launch control is permitted with the championship organisers approval.

9.10 **ELECTRICAL:**

9.10.1 Electrical equipment is free provided that Championship Regulation 9.10.2 to 9.10.5 inclusive are respected.

9.10.2 **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.

9.10.3 **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.

9.10.4 **Charing Circuit**

The Charging Circuit must be connected and operational all times whilst the engine is running.

9.10.5 **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 9.10.5a.iii must be operated only by the brake pedal and without a delay.
- c) Fog lights detailed in Championship Regulation 9.10.5a. 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 9.10.5a. 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.

9.10.6 An operative front windscreen wiper must be fitted and in full working order throughout the entire Event. Motorsport UK Yearbook, Regulation Q.13.11.3. applies.

9.11 BRAKES:

- a) Brake systems are free providing Championship Regulation 9.11b to 9.11e inclusive is respected.
- b) Carbon disks are prohibited.
- c) Forward facing fog lights mounted in, or under, the front bumper may be removed. Internal bodywork or trim behind the original fog light locations may be modified solely to allow the fitment of ducting from the original fog light locations to the front brake discs.
- 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) ABS systems are prohibited, unless fitted in production in which case they must be to production specification.

9.12 WHEELS/STEERING:

- a) Wheel sizes and widths and construction are free if Championship Regulation 9.12b is respected.
- b) Wheels must fit within the confines of the bodywork in accordance with Motorsport UK regulations.
- c) Steering wheel is free subject to Motorsport UK Yearbook Regulations, J5.7.1 and J5.7.2.
- d) Steering wheel mounting hubs and steering columns are free.

9.13 TYRES:

- a) Tyres are free if Championship Regulations 9.13b to 9.13l are respected.
- b) Tyres listed by the tyre manufacturer as “soft compound” tyres are not permitted.
- c) Vehicles in Class A and Class B may use any slick or wet weather tyre.
- d) Vehicles in Class C may only use tyres listed in Motorsport UK Yearbook Regulation L4 List 1A and L5 List 1B and List 1C. In addition to 9.13d the following tyres are permitted: - MRF ZTR
- e) Tyre tread depth must be above the 1.6mm legal limit prior to commencement of qualifying sessions or races.
- f) Tyres must fit within the confines of the bodywork in accordance with Motorsport UK regulations.
- g) The use of tyre heating / heat retention devices, tyre treatments and compounds are prohibited.
- h) Pressure regulation valves are prohibited. Motorsport UK Yearbook Regulation, J5.9.4. applies
- i) 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.
- j) It shall be the sole responsibility of the Drivers/Entrants in Class A and Class B to judge whether the track is wet enough to justify the use of wet weather tyres.
- k) The Clerk of the Course will not judge whether the track is wet enough to justify the use of wet weather tyres.
- l) Wet tyres may not be used in conjunction with dry tyres.

9.14 WEIGHTS:

9.14.1 General:

- a) The principle is to equalise the performance of the car and Driver combination. The minimum car/Driver weights excluding any success ballast, at the completion of every qualifying session and race must be in accordance with Championship Regulation 9.14.2 regardless of laps completed.
- b) It is forbidden to add any liquid(s) or other material(s) to the car, or to substitute any part(s) for a heavier one during qualifying session or race.
- c) If a Car loses a part during qualifying or a race, the weight of that part may be taken into account during eligibility checks. Following consultation, the Championship Eligibility Scrutineer will determine whether any lost part should be taken into account.

9.14.2 Minimum Weight:

- a) The minimum weight is “in the condition in which the vehicle and the Competitor (wearing his complete racing apparel, scrutineered Race Suit, boots, gloves and helmet) including minimum Weight Ballast where applicable, (see Championship Regulation 5.14.4 crosses the finish line or at any other time during qualifying or race and without the addition or removal of any solid or fluid matter”. For the purpose of the Regulation, qualifying or race is deemed to include any transfer to a place of post event scrutiny as directed by an official.
- b) Stickers (in 40mm white lettering) stating the cars minimum weight are to be displayed on the rear quarter windows. The minimum weight of the car should be as detailed in regulation 9.14.2
- c) The minimum Car/Driver weights, except as detailed in 9.14.2 for each class, excluding any success ballast, at the completion of every qualifying session and race must be in accordance with the following:

Engine Capacity - CC	Min Weight - KG
0 – 1600cc	940kg
1601 - 1700cc	965kg
1701 – 1800cc	990kg
1801 – 1900cc	1015kg
1901 -2000cc	1040kg
2001 -2100cc	1065kg
2101 – 2200cc	1090kg
2201 – 3000cc	1100+10kg per 100cc
Any vehicle using a sequential gearbox	+50kg to min weight

9.14.3 Ballast:

Motorsport UK Yearbook Regulation J5.15 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 400sq. mm surface area and 3mm thickness. Ballast mountings must include provision for the fitting of scrutineer’s wire seals.
- d) It is permitted to locate ballast within a touring car specification ballast box. The ballast box attachment to the shell/chassis must respect Motorsport UK Yearbook requirements and must include provision for the fitting of scrutineer’s wire seals.
- e) 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.

9.14.4 Minimum weight ballast:

- a) It is permitted to carry ballast to achieve minimum weight.



- b) The minimum weight ballast shall be carried in addition to and shall not form any part of Success Ballast weight as defined in Championship Regulation 9.14.2

9.14.5 **Success Ballast:**

- a) Any vehicle may be required to carry success ballast as a performance equalisation measure. Such success ballast will be specified by the Technical Committee based upon the performance of the car in competition.
- b) The Technical Committee reserves the right to review the weight handicaps at any time during the Championship.
- c) The success ballast handicap is carried in addition to the 'Base' weight of the car as defined in Championship Regulation 9.14.2.
- d) Competitors will be informed by official bulletin of the amount of weight they must carry.
- e) The maximum success ballast allocated shall be 150kg.
- f) Any vehicle which fails to carry the success ballast specified by the Technical Committee will automatically be deemed not to comply with the Technical Regulations.

9.15 **FUEL TANK/FUEL:**

9.15.1. **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.

9.15.2 **Location:**

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

9.15.3 **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.

- 9.15.4 The fuel pump construction and positioning is "free" subject to compliance with Motorsport UK Yearbook requirements.




9.16 SILENCING:

- a) All cars must conform to the current Motorsport UK noise requirements as detailed in the Motorsport Yearbook regulations J5.17 & J5.18.
- b) Silencers are free subject to compliance with 9.16a.

9.17 NUMBERS AND CHAMPIONSHIP DECALS:

9.17.1 Positions:

- a) Race numbers must be displayed in accordance with Motorsport UK Yearbook Regulation J4 or Q11.4. When using J4 option, Competitors must display competition numbers on a CTCRC number background.
- b) Race numbers shall be a three-digit number. The first digit of the three-digit number will always be 1. For example, 101, 126.
- c) Only competition numbers allocated by the CTCRC Registrar are to be displayed.
- d) 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	Simply Serviced	Top of front windscreen
Series Sponsor logos (if required - TBC)	Lap Engineering Hammerite Revolution Wheel Toyo Tires	One on each side of the car (front wing, rear door, or rear quarter) Where the number would be
BARC Logo		One on each side of the car (front wing, rear door, or rear quarter)
Class Letter (50mm Black lettering)	e.g., 88 A	One on each of the rear side windows

- e) Decals shall be fitted as issued. They may not be cut or otherwise defaced or deformed without prior approval from the Championship Organisers.
- f) Non CTCRC approved decals such as, but not restricted to, other clubs and other championship/series decals are not to be displayed on vehicles. These should be removed or covered up.
- g) Points will ONLY be awarded to competitors correctly displaying the required decals.
- h) One set of Decals may be obtained from the CTCRC nominated supplier free of charge.
- i) A charge will be levied for any extra decals required.
- j) Weekend members will not receive decals or championship points.