



## 8. TECHNICAL REGULATIONS – LASER TOOLS PRE-93 TOURING CARS

### 8.1 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 Technical 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 Envirotec Hygiene Services Pre-93 Touring Cars Technical Regulations are normally indicated by being highlighted yellow.

### 8.2 DESCRIPTION:

8.2.1 **General:** The Pre-93 Touring Car Championship is for two-wheel drive, four-seater saloon cars marketed before 1st January 1993, of which more than 5000 examples were manufactured in any 12-month period during the overall production run and/or were homologated by FIA for competition in Group N category for production cars prior to that date.

#### 8.2.2 Eligibility:

- a) All cars are subject to approval of their eligibility by the Championship Organisers.
- b) Cars not complying with these regulations may be eligible subject to Championship Organisers approval.
- c) Cars complying with BARC/CTCRC Pre-83 Touring Car regulations are also eligible.
- d) The table contained in 8.14.2 is not a definitive list of cars eligible for the Pre 93 Touring Car Championship. Any car not listed and complying with 8.2.1 and 8.2.2c may be submitted to the Championship Organisers for approval.
- e) The following cars are not eligible for any Class in this championship.
  - i. BMW E36 M3 EVO,
  - ii. Nissan Skyline,
  - iii. Ford Sierra Cosworth RS500
  - iv. Ford Escort Cosworth
  - v. Cars where the number of injectors (excluding secondary idle injectors) are in excess of the number of cylinders.
- f) 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. Proof of a vehicles' eligibility may be substantiated by production of a Historic Technical Passport (HTP) or Homologation papers stamped by the ASN. These documents, where issued, for that vehicle and these must be available for inspection when required.
- g) Where no such paperwork is available, the Competitor must produce written confirmation from the Championship Organisers as to the eligibility of the vehicle model in question.
- h) 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.

8.2.3 Unless specifically permitted in these regulations, all components must be to original Manufacturers Specification / Pattern.

- i. **STANDARD:** The word 'standard' used within these technical regulations as a description of components is to be interpreted as per 'Standard Part' defined in Section B – Nomenclature & definitions in the Motorsport UK Yearbook. Checking will be by comparison to spare parts supplied by the manufacturer's official agent, comparison to standard parts or by any other means necessary to ensure compliance. Standard Part: Is a part, the specification, features, location, and method of operation of a part are as provided when new by the motor manufacturer for the model and date of car as shown on the entry form.
- ii. **STANDARD PATTERN:** The phrase 'standard pattern' used within these technical regulations as a description of components is to be interpreted as per 'Standard Pattern Part' defined in Section B – Nomenclature & definitions in the Motorsport UK Yearbook. Checking will be by comparison to standard pattern part or any other means necessary to ensure compliance. Standard Pattern Part: A replacement part that has a similar form shape and features as the standard part and is made using similar materials and manufacturing processes e.g., a standard part, manufactured by a non-original equipment supplier that is fully interchangeable with the standard part.

#### 8.2.4 Classes:

8.2.4.1 Cars will run in eight classes based on production capacity excluding permitted overbore:

CLASS A:	Over 3900cc
CLASS B:	2901cc to 3900cc
CLASS C:	2001cc to 2900cc
CLASS D:	1601cc to 2000cc
CLASS E:	1401cc to 1600cc
CLASS F:	0000cc to 1400cc
CLASS I:	Invitation Class

#### 8.2.4.2 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 guests must submit a written specification of their vehicle, to the Co-ordinator. It must detail all areas where the vehicle does not comply with these regulations. This specification shall be made available to the eligibility scrutineers for pre- and post-event checks.
- d) 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.

#### 8.2.4.3 The following rules will also be applied:

- a) Forced induction engines with 4 valves per cylinder are subject to an equivalency factor of 1.4:1.
- b) Forced induction engines with 2 valves per cylinder are subject to an equivalency factor of 1.3:1.
- c) Rotary engines are subject to an equivalency factor of 2:1.
- d) Naturally aspirated cars 2000cc and over, with 2 valves per cylinder are subject to an equivalency factor of 0.8:1.



- e) Naturally aspirated cars fitted with modified carburation are subject to an equivalency factor of 1.25:1.
- f) Naturally aspirated cars fitted with Non-standard induction systems / Throttle Bodies are subject to an equivalency factor of 1.25:1.

#### 8.2.5 **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.

#### 8.2.6 **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, at the committee's discretion, it can race, but 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.

### 8.3 **SAFETY REQUIREMENTS:**

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

#### 8.3.2 **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.

#### 8.3.3 **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.

#### 8.3.4 Main External Circuit Breaker:

- a) All vehicles must be equipped with an external circuit breaker. Motorsport UK Yearbook, Regulation K8.1 to K8.5 applies.
- 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.

#### 8.3.5 Lights:

Lights detailed in Championship Regulations 8.10.5 must be in working order throughout the entire Event.

#### 8.3.6 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.



### 8.3.7 **Seatbelts: K2.1. applies**

- a) Mandatory use of seat belts, except for Vehicles constructed in Periods A to E. 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 5.3.7c to 5.3.6f 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).

### 8.3.8 **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 Q12.1.1c applies.

### 8.3.9 **Crash Helmet:**

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

### 8.3.10 **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.12.1.1(e) applies.

## 8.4 **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 specifications for that model prior to 1st January 1993. For the avoidance of doubt, 'model' shall mean a vehicle of the same body shell shape, size, specification, and silhouette.
- c) Any component listed on the Motorsport UK or FIA (or national equivalent for foreign cars) homologation papers for use in Group 'N' during the series production of that model may be substituted for the original production component provided that the substitute part was in production or homologated prior to 1st January 1993. The responsibility to prove eligibility is that of the Competitor at all times.
- d) No component may be substituted which serves to alter the shape or size of the body shell and/or panels themselves or increases the capacity of the engine beyond that which was in production or homologated prior to 1st January 1993. Optional equipment is to be submitted to the Championship Organisers for possible inclusion on a vehicle-by-vehicle basis.
- e) Components homologated for the BMW E36 M3 EVO, Nissan Skyline and Ford Escort Cosworth are prohibited.
- f) Ford Sierra Cosworth may use the RS500 front bumper and RS500 two-element "tea-tray" rear spoiler. All other components homologated solely for the RS500 are prohibited.
- g) Within these Technical Regulations the word "standard", "original" or "pattern Part" used as a description of components is to be interpreted as: "The specified component from the factory or the manufacturers or importers parts list, prior to 1st January 1993. for the model or engine shown on the entry form or registration form.
- h) No modifications are permitted beyond the repair or adjustment processes specified by the factory or the manufacturer". Eligibility checking will be by comparison to spare parts supplied by the manufacturer's official agent.

- i) "Free" as referred to in these Technical Regulations shall mean be interpreted as "within the limitations imposed by the Motorsport UK Yearbook Regulations".
- j) Advertising on vehicles is subject to requirements set out in Motorsport UK Yearbook H29.1.2 & H29.1.3.
- k) Competitors registering do so in the full knowledge that CTCRC reserves the right to require the Eligibility Scrutineer to carry out, record and enforce eligibility checks which may include the sealing of component(s) for subsequent checking. The costs of such checking shall be borne by the CTCRC but the CTCRC shall not be liable for the costs of stripping or reassembly of vehicles after the checks have been carried out.

## 8.5 CHASSIS:

- a) The chassis as produced by the manufacturer with the original material must be retained in all aspects in respect of material, thickness & contour except as allowed in Championship Regulations 8.5b and 8.5d.
- b) Strengthening of the chassis in the interest of safety, by the addition of material is permitted.
- c) Lightening or reducing of chassis, or chassis member strength, is prohibited.
- d) Seam welding is permitted.

### 8.5.1 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 8.5.1a 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.

## 8.6 BODYWORK AND DIMENSIONS:

### 8.6.1 General:

- a) Bodywork must be complete and standard in shape, material, and thickness on all exterior surfaces except as allowed in Championship Regulations.
- b) Where original materials are unobtainable, local repairs of adequate strength may be made using modern equivalents.
- 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.

### 8.6.2 Interior:

- a) Floor carpets, under felt, sound deadening, headlining, front and rear parcel shelves, centre consoles, the front passenger seat, rear seats, and trim in the boot/luggage compartment may be removed.
- b) All internal panels and subassemblies must remain as originally manufactured. Strengthening is permitted.
- c) Battery trays and their supports may be removed.



- d) The dashboard must be retained as originally manufactured in original material.
- e) Instrumentation is free.
- f) The interior door trim must be retained in original or other non-flammable material.
- g) Window operating controls may be removed. If window operating controls are retained, it is permissible to change electrically operated windows to manual winding operation.
- 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 Q13.11.1 and at least one interior mirror. The fitment of a wide-angle interior rear-view mirror is recommended.
- i) Driver's seat is free providing Championship Regulation 8.3.6 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.
- j) Heaters and interior ventilation systems may be removed.
- k) Foot controls and their linkages are free except that the foot operated surface of the brake pedal must be located no more than 4" (100mm) forward or rearward of the original production position.

#### 8.6.3 Exterior:

- a) Reworking or modification to exterior bodywork is prohibited but any part of the arch/wing pressing folded into the wheel arch may be deformed, but not removed, to give clearance to the tyres.
- b) The removal of exterior decorative strips and bumper over riders is permitted.
- c) Window material for side and rear windows is free subject to prevailing Motorsport UK regulations. All original window mounting hardware (e.g., mounting rubbers, sliders, guides, quarter-lights, and other externally visible features) must be retained.
- d) The original steel bonnet or boot may be modified to reduce its weight if the visible exterior surface remains as manufactured.
- e) Replacement of panels with non-original material is permitted.
- f) The original bonnet and boot shut lines must be as in production.
- g) Forward facing fog lights mounted in, or under, the front bumper may be removed. Internal bodywork or trim behind the original fog light locations may be modified solely to allow the fitment of ducting from the original fog light locations to the front brake discs. The cross-sectional area of the ducting to each front brake disc must not exceed 50cm<sup>2</sup>.

#### 8.6.4 Silhouette:

Bodywork must be complete and standard in shape and silhouette. Any item below the centreline of the wheel must not project beyond a line drawn at 45 degrees to the horizontal and tangential to the bodywork (not including over-riders).

#### 8.6.5 Ground Clearance:

- a) Minimum ground clearance is 60mm excluding exhausts and silencers.
- b) Will be measured with the Driver on board (wearing his complete racing apparel),
- c) Will be measured with the car and Driver in the condition in which they cross the Finish Line or at any other time during an Event and without the removal of any solid or fluid matter including fuel.
- d) Ride height will be measured on any reasonably flat surface as deemed by the Championship Eligibility Scrutineer or his nominated representative. In the event of any discrepancy the circuit designated flat patch will be used to make any final judgement

### 8.7 ENGINE:



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

#### 8.7.1 **Cylinder block:**

- a) The original standard production cylinder block may be used.
- b) It is permitted to use an alternative cylinder block, manufactured to the same original production specification, including but not limited to material.
- c) It is permitted to remove metal from the cylinder block.
- d) It is permitted to re-bore the standard size cylinder block up to a maximum of plus 0.065". (1.651mm)

#### 8.7.2 **Crankshaft:**

- a) The crankshaft is free, provided that Championship Regulation 8.7.3b, 8.7.3c are respected.
- b) The original stroke of the crankshaft must be retained.
- c) The original number of crankshaft bearings must be retained.

#### 8.7.3 **Cylinder Head:**

- a) The original standard production cylinder head(s) may be used.
- b) It is permitted to use an alternative cylinder head(s) manufactured to the same original production specification.
- c) The alternative cylinder head(s) shall be manufactured from the same material, have the same number of valves, ports and plugs, same plug angle, valve angle/port configuration and operating type as the original standard production cylinder head(s).
- d) With the exception of Championship Regulation 8.7.3f it is permitted to remove metal from cylinder head(s).
- e) The BMW E36 M3 may use the standard production 3.2 Litre cylinder head with no modifications permitted.

#### 8.7.4 **Camshafts:**

Camshafts, camshaft bearings and drive systems are free, provided that they remain in their original positions and remain the sole means of operating the valves.

#### 8.7.5 **Location:**

The engine location, and locating points, must remain as specified and supplied by the manufacturer for the particular model entered in the championship.

#### 8.7.6 **Radiators:**

- 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 8.7.6b to 8.7.6c inclusive.

#### 8.7.7 **Induction Systems:**

- a) The manufacturers' standard fitted induction system must be retained unless modifications are permitted within the Championship Regulations.
- b) Carburettors
  - i. Carburettors, their linkages, and inlet manifolds are free, if Championship Regulation 8.7.7 to 8.7.10 inclusive are respected.





- ii. The total number of chokes must not exceed the maximum number of chokes homologated for Appendix 'J' Group N. Except as detailed in 8.7.7b.
  - iii. Modified carburation is permitted with approval from the Championship Organisers.
  - iv. Where period carburation is fitted to a vehicle it shall be subject to an equivalency factor of 1.25 and 50kg added to permitted vehicle weight
  - v. The Championship Organisers reserve the right to withdraw permission to use period carburation or to modify either class allocation or minimum weight at any time.
- c) Motorcycle carburettors are not permitted.
  - d) Inlet trumpets are not permitted to have automatically controlled adjustment.
  - e) It is permitted to remove air filter and air filter boxes.
  - f) Air ducting/trunking is free provided it does not extend beyond the periphery of the bodywork and does not produce a "Ram Effect".
  - g) Anti-surge pipes are permitted as also are return pipes from the carburettor/injection system.
  - h) Inlet and exhaust manifolds are free.
  - i) Fuel injection is only permitted if fitted in production or homologated prior to 1st January 1993 and must employ the original production method of triggering and operation. The plenum chamber is free, but the number of throttles must not exceed the number fitted in production or homologated before 1st January 1993. The fuel injector nozzles must be in the original location and must not exceed the original number fitted in production or homologated before 1st January 1993.
  - j) Cars with fuel injection and four or more throttles must use the standard or homologated size throttles and these must use a butterfly type mechanism.
  - k) Slide or barrel throttles are not permitted.
  - l) BMW E30 M3 cars may use a throttle body with a maximum internal diameter of 48mm.
  - m) After market ECU's are allowed

#### 8.7.8 Forced Injection:

- a) When fitting of a turbocharger is permitted by these regulations it shall be the standard production or homologated component and must not be modified save for the fitting of a 360-degree thrust bearing to improve reliability.
- b) The boost pressure setting is free.
- c) It is not permitted to have any method of adjusting the boost pressure setting manually from within the driver compartment.
- d) It is not permitted to adjust the boost pressure during a race.
- e) Intercoolers may only be fitted if used in production, must be in the original location and must be the standard production unit or an alternative unit with the maximum core dimensions of 600mm wide x 400mm high x 50mm deep with maximum 60mm diameter pipes for both inlet and outlet. If the original intercooler is replaced by an alternative the radiator support panel maybe trimmed or deformed solely to allow fitment of the intercooler. Any other devices intended to cool the intake charge, including, but not limited to, water injection, intercooler water spray or charge coolers are not permitted.
- f) Cars using forced induction with four valves per cylinder will be subject to an equivalency factor of 1.4:1.
- g) Cars using forced induction with two valves per cylinder will be subject to an equivalency factor of 1.3:1.
- h) **Ford Sierra Cosworth**, mandatory use of an air flow restrictor respecting Championship regulations 8.7.8i to 8.7.8v:



- i. For the sole purpose of attaching the restrictor onto the compressor, it is permitted to remove material from the compressor housing.
  - ii. The restrictor must be fixed to the compressor housing.
  - iii. The maximum internal diameter of the restrictor is 40 mm.
  - iv. All the air necessary for feeding the engine must pass through this restrictor.
  - v. The maximum internal diameter of the restrictor must be no more than 100mm upstream of the turbine blade upstream extremities.
- i) **Mitsubishi Starion Turbo** may use a Garrett T3 turbocharger in lieu of the original component.
  - j) **Renault 5 GT turbo** must be fitted with the "standard" Garrett turbocharger which must have a maximum air inlet bore diameter of 34.85mm and a maximum exhaust outlet diameter of 37mm.

#### 8.7.9 Non-Standard Induction:

- a) Non-standard induction systems / Throttle Bodies are permitted with approval from the Championship Organisers only if Fuel Injection was fitted as standard.
- b) Where Non-standard induction systems / Throttle Bodies are fitted to a vehicle it shall be subject to an equivalency factor of 1.25 plus 50 kg added to permitted vehicle weight.
- c) The Championship Organisers reserve the right to withdraw permission to use Non-standard induction systems / Throttle Bodies or to modify either class allocation or minimum weight at any time.
- d) If the vehicle is fitted with throttle bodies as a manufacturers standard induction this should remain as standard and the above modifications are prohibited (e.g., BMW E30 M3 AND BMW E36 M3)

#### 8.7.10 Rotary Engine Cars:

- a) The induction timing is free and therefore the dimension of the induction port which controls its opening and closing point may be modified by removal and addition of material. In all other respects the port must remain as homologated.
- b) The engine capacity will be determined by using an equivalency factor of 2:1.
- c) Rotary engine cars fitted with injection in production may use a carburettor with no more than two chokes.

#### 8.7.11 Ignition:

8.7.11.1 The ignition system is free however the original firing order must not be changed.

#### 8.7.12 Exhaust System:

- a) Exhaust manifolds are free.
- b) The exhaust system, downstream of the manifold is free if Motorsport UK Yearbook, Regulations are respected.

#### 8.7.13 Lubrication:

Dry sump oil lubrication systems are not permitted.

#### 8.7.14 Sealing:

- 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.



## **8.8 SUSPENSION:**

### **8.8.1 General:**

Suspension type as fitted by the manufacturer must remain unaltered.

### **8.8.2 Suspension Components:**

a) Except for: -

- i. springs - Championship Regulation 8.8.5.
- ii. shock absorbers - Championship Regulation 8.8.6.
- iii. anti-roll bars – Championship Regulation 8.8.7.
- iv. suspension bushes - Championship Regulation 8.8.8.

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

- b) It is not permitted to fit any additional suspension components, only the number originally fitted by the manufacturer is permitted.
- c) It is permitted to strengthen Suspension components (Refer to Championship Regulation 8.8.2).

### **8.8.3 Suspension mounting points:**

- a) The original suspension mounting points shall be used.
- b) It is not permitted to modify the original location / dimensions of suspension mounting points.
- c) It is permitted to strengthen suspension mounting points if Championship Regulation 8.8.3b is respected.

### **8.8.4 Track Control Arms:**

- a) Track control arms may only be modified locally for the sole purpose of adjusting the track control arm length.
- b) The use of a track rod end joint, at one end only, of the Track Control Arm to achieve length adjustment is permitted.

### **8.8.5 Springs:**

- a) Suspension springs are free providing that Championship Regulations 8.8.5b and 8.8.5e are respected.
- b) The original operating principle as fitted by the manufacturer, (coil, leaf, torsion) shall be employed.
- c) No more than the original number of springs as fitted by the manufacturer are permitted.
- d) Spring caps are free.
- e) Spring platforms may be adjustable.

### **8.8.6 Shock Absorbers:**

- a) Shock Absorbers are free providing that Championship Regulation 8.8.6b to 8.8.6f inclusive are respected.
- b) The original operating principle, as fitted by the manufacturer, (hydraulic, friction, lever or telescopic) must be employed.
- c) No more than the original number of shock absorbers, as fitted by the manufacturer are permitted.
- d) Shock absorbers must be mounted on the original mounting / fixing points.
- e) A telescopic damper may be converted to a coil-over damper and the redundant coil spring removed.



- f) The top mounting on a Macpherson Strut top is free but Championship Regulation 8.8.6.d must be respected.

#### 8.8.7 **Anti roll bars:**

Anti-roll bars are free providing they fit directly on to the original body/chassis mounting points and the mobile suspension units.

#### 8.8.8 **Suspension bushes:**

- a) Suspension bushes are free providing the original production bush can be replaced in its original position without modification to the bush housing.
- b) It is permitted to machine circlip retaining grooves to locate replacement suspension bushes.

### 8.9 **TRANSMISSIONS:**

- a) Vehicles must use either the original production type of gearbox or the homologated alternative.
- b) The gearbox must remain in the original position.
- c) Gear levers and gear shift mechanisms are free but must employ the original method of operation, shift pattern and body shell aperture.
- d) Chevrolet Camaro IROC-Z may use a 4 or 5 speed manual gearbox from any other production Chevrolet Camaro, of, or prior to the period.
- e) Gearboxes and transaxles with rapidly interchangeable ratios or proprietary racing gearboxes are prohibited.
- f) Sequential gearboxes and/or traction control devices are prohibited.
- g) Only the original number of gear ratios and overdrives may be used.
- h) Gear ratios and final drive ratios are free.
- i) Drive shafts and prop shafts must be made of metallic material but otherwise are free.
- j) Mechanical limited slip or torque biasing differentials are permitted.
- k) The rear axle must remain in its original position and must be the original standard production component.
- l) It is permitted to locally modify the rear axle for no other function than strengthening purposes.
- m) Where a differential casing is removable from an axle casing the differential casing must be regarded as part of the original axle casing and is covered by the Championship regulations. 8.9k. and 8.9l.
- n) 3rd Generation Chevrolet Camaro may use an aftermarket Torque Arm on the rear axle instead of the original standard production item.

#### 8.9.1 **Traction Control:**

Any form of traction control (other than as detailed in 8.9j) is prohibited unless fitted "as standard" in production by the manufacturer.

### 8.10 **ELECTRICAL:**

8.10.1 Electrical equipment is free provided that Championship Regulation 8.10.2 to 8.10.5 inclusive are respected.

8.10.2 **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.

#### 8.10.3 **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.

#### 8.10.4 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.

#### 8.10.5 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 (K) 5. applies.
- b) Brake lights detailed in Championship Regulation 8.10.5a.iii must be operated only by the brake pedal and without a delay.
- c) Fog lights detailed in Championship Regulation 8.10.5a. 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 8.10.5a. 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.
- f) All light lenses must be complete and standard in shape, material, and thickness.

- 8.10.6 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.

## 8.11 BRAKES:

- a) Brake systems are free providing Championship Regulation 8.11b to 8.11f inclusive is respected.
- b) Carbon disks are prohibited, unless fitted in production in which case they must be to production specification.
- c) ABS systems are prohibited, unless fitted in production in which case they must be to production specification.
- d) Cars with single circuit braking must be fitted with an operational handbrake.
- e) Cars fitted with dual circuit braking are not required to have a handbrake fitted.
- f) Modification or removal of brake back plates is permitted.
- g) Ducting for the purpose of cooling brakes or removing dust is permitted provided it is not visible outside the car and serves no other purpose and if beneath the car does not project beyond a line drawn at 45 degrees to the horizontal and tangential to the bodywork (not including over riders).

## 8.12 WHEELS/STEERING:

### 8.12.1 Wheels:

- a) Road wheel material is free.
- b) Road wheels must be no greater diameter than the original diameter plus 2" to a maximum of 18".
- c) Road wheels must be fastened to their hubs by the original number of studs/bolts.
- d) Centre locking wheels are prohibited.
- e) Competitors must be able to demonstrate, at any time during an Event, that an original road wheel with plus 1" diameter is able to be fitted and fastened to the hub.
- f) It is the competitor's responsibility to supply the original road wheel with plus 1" diameter referred to in Championship Regulation 8.12.1e.

### 8.12.2 Wheel Width:

Maximum permitted wheel rim widths are:

CLASS A:	9.0"
CLASS B:	9.0"
CLASS C:	8.0"
CLASS D:	7.0"
CLASS E:	7.0"
CLASS F:	7.0"

### 8.12.3 Hubs:

- a) Hub material is free.
- b) Centre locking hubs are prohibited.

### 8.12.4 Steering:

- a) Steering wheel type is free providing Motorsport UK Yearbook Regulation J5.7.1. and 5.7.2. is respected.
- b) Steering columns are free.

## 8.13 TYRES:

- a) It is only permitted to use tyres complying with Regulations 8.13b to 8.13e inclusive.
- b) Tyres must be listed by the tyre manufacturer as medium, or harder, for saloon car circuit applications. Soft compounds are not permitted.



- c) No modification to tread pattern or tread depth by cutting is allowed.
- d) Vehicles may only use tyres listed in Motorsport UK Yearbook Regulation L4 List 1A and L5 List 1B and List 1C.
- e) Tyre tread depth must be above the 1.6mm legal limit prior to commencement of qualifying sessions or races.

## 8.14 WEIGHTS:

### 8.14.1 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 8.14.2 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.

### 8.14.2 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 8.14.4 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) Any car not listed and complying with 8.2.1 and 8.2.2c may be submitted to the Championship Organisers for approval.
- c) Kerb weights will be determined by the Championship Technical committee using sourced reference material and as detailed in the following table.

Car	Year from	Year to	Engine Capacity	Equivalency Factor	Capacity inc E.F.	Class	Kerb Weight (kg)	Minimum Weight with Driver
Alfa Romeo 155 1.8 TS	1992	1994	1773	1	1773	D	1205	1084
Alfa Romeo 155 2.0 TS	1992	1994	1995	1	1995	D	1214	1093
Alfa Romeo 155 2.5 V6	1992	1994	2492	0.8	1994	D	1370	1233
Alfa Romeo 33 1.5	1983	1995	1490	1	1490	E	890	801
Alfa Romeo 33 1.5 ie	1989	1995	1490	1	1490	E	940	846
Alfa Romeo 33 1.7	1986	1989	1712	1	1712	D	910	819
Alfa Romeo 33 1.7 ie	1989	1995	1712	1	1712	D	1130	1017
Alfa Romeo 33 1.7 ie 16v	1990	1995	1712	1	1712	D	1000	900
Alfa Romeo 75 1.8 Turbo	1986	1992	1779	1.4	2491	C	1240	1116
Alfa Romeo 75 Twinspark	1987	1992	1962	1	1962	D	1118	1006
Alfa Romeo 75 V6 3.0	1987	1992	2959	0.8	2367	C	1210	1089
Audi Coupe 2.8E	1992	1995	2771	0.8	2217	C	1305	1175
Audi Coupe 20V	1988	1991	2309	1	2309	C	1320	1188
BMW 2002	1968	1976	1991	1	1991	D	940	846
BMW 2002 Tii	1971	1976	1991	1	1991	D	1026	923



BMW E21 323i	1979	1981	2316	0.8	1853	D	1135	1021
BMW E24 M635	1984	1989	3453	1	3453	B	1505	1354
BMW E30 318is	1989	1990	1796	1	1796	D	1200	1080
BMW E30 318i (M40 engine)	1987	1991	1796	1	1796	D	1065	958
BMW E30 320i	1990		1991	1	1991	D	1125	1013
BMW E30 325e	1985	1988	2693	0.8	2154	C	1160	1044
BMW E30 325i	1985	1992	2494	0.8	1995	D	1209	1088
BMW E30 M3	1986	1992	2302	1	2302	C	1200	1080
BMW E30 M3 325	1990	1992	2467	1	2467	C	1200	1100
BMW E34 M5	1992	1995	3795	1	3795	B	1650	1485
BMW E36 M3 (2 door & 4 door)	1992	1995	2990	1	2990	B	1460	1314
Chevrolet Camaro IROC Z	1987	1993	5733	0.8	4577	A	1525	1373
Citroen AX Gti	1991	1997	1360	1	1360	F	795	716
Citroen BX Gti 16v	1987	1994	1905	1	1905	D	1073	966
Fiat Ritmo Abarth 130TC	1984	1987	1995	1	1995	D	950	855
Fiat Uno 70SX	1985	1992	1301	1	1301	F	806	725
Fiat Uno 70SX i.e.	1989	1993	1372	1	1995	F	845	761
Fiat Uno Turbo i.e.	1985	1989	1301	1.4	1821	D	845	761
Fiat Uno Turbo i.e.	1989	1994	1372	1.4	1921	D	925	833
Ford Capri 3.0S	1978	1986	2994	0.8	2395	B	1116	1004
Ford Escort RS Turbo	1985	1990	1597	1.4	2236	C	1080	972
Ford Escort RS 2000	1975	1980	1993	1	1993	D	923	831
Ford Escort RS 2000	1992		1998	1 (16v)	1998	D	1124	1012
Ford Fiesta RS 1800	1992	1994	1796	1	1796	D	954	859
Ford Fiesta RS Turbo (mk3)	1990	1992	1597	1.4	2236	C	910	819
Ford Fiesta XR2 (mk2)	1984	1989	1598	1	1598	E	800	720
Ford Fiesta XR2i (mk3)	1989	1992	1597	1	1597	E	918	826
Ford Granada Scorpio Cosworth	1990	1993	2935	1	2935	B	1420	1278
Ford Sierra Cosworth (3 & 4 d)	1986	1992	1993	1.7	3390	B	1220	1098
Ford Sierra Cosworth (Saphire)	1986	1992	1993	1.7	3388	B	1250	1125
Honda Civic 1.6 VTi 1992	1992	1995	1595	1	1595	E	1080	972
Honda Civic 1.6i VT 1991	1987	1991	1595	1	1595	E	1038	934
Honda CRX VTEC	1990	1991	1595	1	1595	E	1025	923
Mazda MX6	1992	1997	2497	1	2497	C	1195	1075
Mercedes-Benz 190E 2.3 E	1985	1987	2299	1	2299	C	1230	1107
Mercedes-Benz 190E 2.5 E	1988	1993	2464	1	2464	C	1300	1170
Mercedes-Benz 560 SEC	1985	1991	5547	0.8	4438	A	1750	1575
Mitsubishi Starion Turbo	1985	1990	1997	1.4	2796	B	1230	1107
Mitsubishi Colt Starion Turbo	1982	1989	1997	1.4	2796	B	wide 1340 /1260 narrow	1206 / 1134
Mitsubishi Starion 2.6 Turbo	1989	1990	2555	1.4	3577	B	1125	1013
Peugeot 106 Xsi	1991	1995	1360	1	1360	E	894	804
Peugeot 205 GTi 1.6	1986	1992	1580	1	1580	E	900	810

Peugeot 205 GTi 1.9	1986	1992	1905	1	1905	D	875	787
Peugeot 205 Rally	1988	1992	1294	1	1294	F	790	711
Peugeot 309 GTi 1.9 16v	1990	1993	1905	1	1905	D	975	878
Renault 21 Turbo	1987	1994	1995	1.4	2793	B	1345	1211
Renault 5 GT Turbo	1985	1991	1397	1.4	1956	D	855	770
Renault Clio 16v	1991	1997	1764	1	1764	D	980	882
Rover 216 Gti	1991	1994	1590	1	1590	E	1090	981
Rover 220 Turbo	1992	1996	1994	1.7	3390	B	1185	1067
Rover Metro GTI	1990	1994	1396	1	1396	F	885	796
Saab 900 Turbo 16V	1984	1989	1985	1.7	3375	B	1340	1130
Saab 900 Turbo 16V	1990	1992	1985	1.7	3375	B	1280	1152
Saab 9000 Carlsson	1988	1990	1985	1.7	3375	B	1316	1184
Saab 9000 Carlsson	1991	1991	2290	1.7	3893	B	1400	1260
Saab 9000 CS Carlsson	1992	1992	2290	1.7	3893	B	1460	1314
Suzuki Swift GTI	1989	1991	1298	1	1298	F	750	675
Toyota Corolla GT Coupe	1983	1987	1587	1	1587	E	970	873
Toyota Supra Turbo	1986	1993	2954	1.7	5022	A	1603	1443
Vauxhall Astra GSI	1991	1998	1998	1	1998	D	1100	990
Vauxhall Astra GTE	1988	1991	1998	1	1998	D	1007	906
Vauxhall Nova GTE	1988	1990	1598	1	1598	E	820	738
Vauxhall Nova GSI	1990	1993	1598	1	1598	E	865	778
Volkswagen Corrado 2.0 16V	1991	1995	1984	1	1984	D	1141	1027
Volkswagen Corrado G60	1988	1993	1781	1.4	2493	C	1115	1004
Volkswagen Corrado VR6	1992	1995	2861	0.8	2289	C	1240	1116
Volkswagen Golf VR6	1992	1999	2792	0.8	2234	C	1155	1040
Volkswagen Golf Mk2 Gti 16V	1986	1992	1781	1	1781	D	960	864
Volkswagen Golf Mk2 Gti 8V	1983	1992	1781	1	1781	D	860	774
Volkswagen Golf Mk3 Gti 16V	1992	1998	1984	1	1984	D	1100	990
Volkswagen Golf Mk3 Gti 8V	1992	1997	1984	1	1984	D	1140	1026
Volkswagen Polo G40	1991	1994	1272	1.4	1781	D	830	747
Volkswagen Scirocco (16v)	1986	1992	1781	1	1781	D	970	873
Volkswagen Scirocco (Gti) (8v)	1981	1992	1781	1	1781	D	927	834
Volkswagen Vento Mk3 VR6	1992	1999	2792	0.8	2234	C	1210	1089

- i. Cars marketed on 1st January 1983 and after will be subject to the published Kerb weight minus 10%.
- ii. Cars marketed on 31st December 1982 and before will be subject to the published Kerb weight minus 10%.
- iii. Cars complying with BARC/CTCRC Group 1 Touring Car Championship Regulations or Group 1 will be subject to CTCRC Group 1 Touring Car Championship tabulated weights.
- iv. BMW E30 318is - minimum weight shall be 1013kg.
- v. BMW E30 325i - minimum weight shall be 1040kg.



- vi. Jaguar XJS 4.0 - minimum weight shall be 1434kg.
- d) 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 8.14.2.
- e) The minimum Car/Driver weights, except as detailed in 8.14.2c for each class, excluding any success ballast, at the completion of every qualifying session and race must be in accordance with the following:
- f) It is permitted to carry ballast to achieve minimum weight.
- g) The minimum weight ballast shall be carried in addition to and shall not form any part of Success Ballast / Parity weight as defined in Championship Regulations 8.14.4.

#### 8.14.3 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.

#### 8.14.4 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 8.14.2.

#### 8.14.5 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 8.14.2.
- 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.

8.14.6 Compliance with Championship Regulation 8.14.2 and 8.14.5 will be checked prior to the removal of fuel samples.

### 8.15 FUEL TANK/FUEL:

#### 8.15.1 Fuel Tank:

- a) Fuel tanks are free subject to compliance with Motorsport UK Yearbook Regulations.

- b) Hatchback cars with an under-floor spare wheel well may remove the spare wheel well for the sole purpose of the fitting of a fuel tank under the boot floor. A steel plate of at least the thickness of the metal removed must cover the aperture remaining.

#### 8.15.2 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.



8.15.3 Fuel pumps are free subject to compliance with Motorsport UK Yearbook requirements.

#### 8.16 SILENCING/EXHUAUST:

- 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 8.16a.

#### 8.17 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	"classictouringcars.com"	Rear windscreen
Series Sponsor Sun strip	TBC	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)  Number plate
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

- 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) A Touring Car, Touring Car re-creation or a car running in period livery is only required to display the CTCRC "classictouringcars.com" sun strip.
- f) Points will ONLY be awarded to competitors correctly displaying the required decals.
- g) One set of Decals may be obtained from the CTCRC nominated supplier free of charge. A charge may be levied for any extra decals required.
- h) 8.17f & g are only applicable to current fully paid up, Racing members of the CTCRC.