



2023 Classic Touring Car Championship



Organised by:

The British Automobile Racing Club

Thruxton Circuit, Andover, Hampshire, SP11 8PN

DRAFT



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1. SPORTING REGULATIONS - GENERAL

1.1 TITLE & JURISDICTION:

The Classic Touring Car Championship is organised and administered by the British Automobile Racing Club (BARC) and promoted by them, in accordance with the General Regulations of the Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Motorsport UK Championship Permit No: **CH2023 /**

Race Status: Interclub

Motorsport UK Championship Grade: Grade C

1.2 OFFICIALS:

1.2.1 Co-ordinator: David Wheadon

1.2.2 Championship Eligibility Scrutineer: Matthew Godber David Newton

1.2.3 Championship Stewards:
Pat Blakeney
Bill Shewen
John Leck
Guy Woodward

Any three Championship Stewards will constitute a quorum. In the event of any of the Championship Stewards listed above being unavailable or being unable to consider any particular matter due to a perceived conflict of interest, the organisers reserve the right to appoint an alternative Championship Steward or, if deemed to be necessary, more than one alternative Championship Steward.

Any three of the Championship Stewards may sit to make a decision. In accordance with G2.7, Championship Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved Championship regulations. Under G2.7.1, Championship Stewards are also empowered to consider any request from the Championship co-ordinator to penalise any Competitor for any breach of Championship regulations after holding a formal hearing to impose a penalty in accordance with C.2.1.1 (subject to the rights of appeal provided for in Section C). Under W2.2.1, the Championship Stewards can only adjudicate upon any disputes, irregularities or appeals arising from the approved Championship Regulations. They are also empowered to consider any request from the Championship Co-ordinator to penalise any Competitor for breach of Championship Regulations and after holding a formal hearing, to impose a penalty in accordance with C.2.1, subject to the rights of appeal to the MSC provided in Section C.

1.2.4 Championship Clerk of the Course: Andrew Outterside (or nominated deputy)

1.2.5 Championship Drivers Representative: Colin Gibbons

1.3 COMPETITOR ELIGIBILITY:

1.3.1 Entrants must:

- (a) be current members of the BARC and
- (b) be registered for the Championship.
- (c) be in possession of a valid Motorsport UK Entrants Licences.

1.3.2 Drivers and Entrant/Drivers must:

- (a) be current racing members of the BARC and
- (b) be registered for the Championship.
- (c) be in possession of valid Competition Race Club status Licence, as a minimum or
- (d) Or be in possession of the highest grade of national Race licence or valid FIA International Licence, together with their ASN's written consent ((H)25.2. and FIA ISC Article 2.3.7.b applies).

- (e) If participation in the Championship requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.

- (f) Agree to abide by the Motorsport UK Race With Respect campaign at all times to promote a safe, enjoyable and fair environment.

- 1.3.3 All necessary documentation must be presented for checking at all rounds when signing-on. This will include both the competition licence and club membership card.

1.4 REGISTRATION:

- 1.4.1 All competitors must register for the Championship by returning the Registration Form with the Registration Fee to the Co-ordinator prior to the closing date for entries for the first round being entered.

- 1.4.2 There is no Registration Fee.

- 1.4.3 Registration numbers issued will be the permanent Competition numbers for the Championship season.

1.5 CHAMPIONSHIP EVENTS:

The Championship is scheduled to be contested over 6 meetings as follows:

EVENTS:	DATE:	CIRCUIT	CLUB
1 & 2	25/26 March	Silverstone GP	BARC
3 & 4	22/23 April	Brands Hatch Indy	BARC
5 & 6	10/11 June	Castle Combe	CCRC
7 & 8	1/2 July	Brands Hatch GP	MSVR
9 & 10	12/13 August	Croft	BARC
11 & 12	16/17 September	Snetterton 300	BARC
13 & 14	14/15 October	Donington Park GP	BARC

1.6 SCORING:

- 1.6.1 Points will be awarded to Competitors listed as classified finishers in the Final Results as follows:

- (a) Three or more starters: 1st – 12, 2nd – 9, 3rd – 6, 4th – 4, 5th – 3, 6th – 2, 7th – 1,
 (b) Two or less starters: 1st – 6, 2nd – 3, 3rd – 1,

In addition, one point will be awarded to every driver starting each race from the grid and one further point will be awarded to the driver setting the fastest race lap in each class except when there is only one starter in the class.

- 1.6.2 The totals from all qualifying Events run will determine final Championship points and positions.

- 1.6.3 Ties shall be resolved using the formula in W1.3.4, in the current Motorsport UK Yearbook.

- 1.6.4 Where the race distance has been reduced in accordance with article 2.6 below, it shall still count as a full-points scoring round.

- 1.6.5 Competitors not registered for the Championship may be permitted on an individual round basis and:

- (a) will be deemed as a “weekend member”.
 (b) will not score points and for the purpose of points scoring will be ignored.
 (c) will not be required to display the club sticker kit on your car.
 (d) must comply with the eligibility criteria as prescribed in article 1.3 above, with the exception of 1.3.1 (a & b) and 1.3.2 (a & b) as appropriate.



- (e) Any weekend Member becoming a full member during the season will be eligible for points as a full member from the date of their upgrade to full membership. Points allocations for these members will not be backdated.
- (f) Registrations received for full memberships for the last two events of the season will not be accepted. Anyone wishing to enter these events will do so a weekend member.

1.7 AWARDS:

- 1.7.1 All awards are to be provided by the CTCRC.
- 1.7.2 Per Event - The organising club will present an award to the overall race winner.
- 1.7.3 Championship - A trophy will be awarded to the overall Championship winner.
- 1.7.4 Presentations - Awards will be presented at the end of each Event and/or at the end of the Championship at the designated presentation ceremony. Attendance at any such ceremony is mandatory and failure to attend may result in the loss of all awards.

1.7.5 Entertainment Tax Liability:

Prize money and Bonuses shall be posted to the Entrants within thirty days of the results being declared final after each Event. In accordance with current government legislation, the BARC is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women and account to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsmen/women. That is, those persons who do not have a normal permanent residence in the UK and the UK does not include the Isle of Man, Channel Islands or Eire. This means that, as the organiser, the BARC is required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents. Under certain circumstances, it may be possible for competitors to enter into an agreement with the Inland Revenue to limit the tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before the payment is due.

For further information contact:

HMRC Personal Tax International, Foreign Entertainers Unit, St John's House, Merton Road, Liverpool L75 1BB,
Tel: 01514 726488, Fax: 01514 726483.

1.7.6 Title to all Trophies:

If Provisional Results or Championship Tables are revised after any presentations and these revisions affect the distribution of awards the Competitors concerned must return them to the organisers in good condition within 7 days.

2. CHAMPIONSHIP EVENT MEETINGS & RACE PROCEDURES

2.1 ENTRIES:

- 2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date for entries before each Event.
- 2.1.2 Incorrect or incomplete entries (Including driver to be nominated entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Meeting Organiser receives the missing or corrected information or fee.
- 2.1.3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Meeting Organisers in writing. D25.1.13 applies.
- 2.1.4 The Entry Fee for each event shall be specified in the SRs and on the entry form.
- 2.1.5 Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.

2.2 BRIEFINGS:

Organisers should notify Competitors of the times and locations for all briefings in the Final Instructions for the meetings. Competitors must attend all briefings.

2.3 QUALIFICATION PRACTICE:

- 2.3.1 Should any Practice session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session; the decision of the Clerk of the Course shall be final.
- 2.3.2 Each driver shall complete a minimum of 3 laps in the car to be raced and in the correct session, in order to qualify. Any car qualifying out of session is subject to Q.12.4.2.

2.4 RACES:

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or re-run the race (Q.12.15) in addition article 1.6.4 above applies.

2.5 STARTS:

- 2.5.1 All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet.
- 2.5.2 The start will be via a Standing start (except BOSS / Classic Thunder which will be a rolling start). The countdown procedure and audible warning sequence prior to the start of the race shall be:

SIGNAL	INSTRUCTION
1 Minute	Start engines and clear the grid
30 Seconds	Be prepared for start of the Green Flag Lap
Green Flag	Complete one lap and reform in grid positions
5 Seconds	The grid is complete, prepare for start
The red lights will be switched on five seconds after the 5 second board is withdrawn and will be extinguished between 2 and 7 seconds later	
Red Lights Off	Race Start

- 2.5.3 Any car removed from the grid or driven into the pits on the Green Flag lap shall be held in the pit lane and may start the race after the last car to take the start from the grid has passed the start-line or pit lane exit, whichever is later.
- 2.5.4 Any driver unable to start the Green Flag/Pace lap or start is required to indicate their situation as per Motorsport UK Regulation Q.12.11.2. In addition, any driver unable to maintain their grid position on the Green Flag Lap, to the extent that all other cars are ahead of them, may complete the Green Flag lap but must remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.
- 2.5.5 In the event of any starting lights failure the Starter will revert to use of the National Flag once all competitors have been advised of the fact.
- 2.5.6 The Organisers reserve the right to amend this start procedure via a bulletin issued to all competitors. This may involve changing the method of starting and/or the countdown procedure leading up to the start signal being given.

2.5.7 ROLLING STARTS FOR BOSS / CLASSIC THUNDER & SUPER TOURERS

The Starting grid will be set up as per the grid issued by the Assembly Area Marshals. Cars will leave the assembly area behind the safety car and commence to the grid. Once at the grid, all race cars will be put into position. Once gridded up and under the orders of a countdown to the green flag, the safety car will commence on a green flag lap around the circuit with the race cars following in grid order. After the last corner on the green flag lap, the safety car will extinguish its lights, and pull into the pit lane. The race car in pole position will now become the leader of the pack. All race cars are to drive in grid order towards the start/finish Line. The starting lights will be illuminated Red as the grid rolls towards the start/finish Line. Once the red lights are extinguished, the race will start.

- 2.5.8 The organisers reserve the right to amend the start procedure to suit the constraints of the timetable, this may include in exceptional circumstances removal of the Green Flag lap. Competitors will be advised of any such change as soon as practicable but before being released to the grid.

2.6 SESSION RED FLAG:

- 2.6.1 Should the need arise to stop any race or practice; red lights will be switched on at the Startline and red flags will be displayed at the Startline and at all Marshals Signalling Points around the Circuit. This may be supplemented by the showing of red lights around the circuit.

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pit lane, during practice, and to the starting grid area, during a race, unless otherwise directed by officials.

- 2.6.2 Cars may not enter the Pits unless directed to do so or repairs are necessary. Work on cars already in the Pits must cease when a race is stopped and may only continue under the control of a Scrutineer. Cars in the Pits may not re-join the grid.

- 2.6.3 All Competitors who are able to take part in any restarted race may do so in accordance with Q.12.16.

2.7 PITS & PADDOCK:

- 2.7.1 Pits & Paddock: Competitors must ensure that the Motorsport UK, Circuit Management and Organising Club Safety Regulations are complied with at all times. In addition, any paddock plan issued by the Organisers must be complied with and the minimum amount of space should be used when setting up.
- 2.7.2 Pit lane: The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take all due care and respect the pit lane speed limits. No-one under the age of 16 is permitted access to the pit lane unless they are the holder of a Motorsport UK Junior Race licence
- 2.7.3 Refuelling: May only be carried out in accordance with the Motorsport UK General Regulations, the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.
- 2.7.4 Speed Limit Pit Lane Speed Limit will be 60 k.p.h.

2.8 RACE FINISHES:

After taking the Chequered Flag drivers are required to:

- progressively and safely slow down
- remain behind any competitors ahead of them,
- return to the Pit Lane Entrance/Paddock Entrance as instructed,
- comply with any directions given by Marshals or Officials,
- keep their helmets on and harnesses done up while on the circuit or in the pit lane,
- place their car into the Parc Fermé where it must remain until released by the Championship Eligibility Scrutineer or his deputy,
- Attend any podium presentation that may be required.



2.9 RESULTS:

All Practice Timesheets, Grids, Race Results are to be deemed Provisional until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures. (Motorsport UK regulation D26.3)

2.10 TIMING MODULES:

It is the Competitors responsibility to ensure that a working transponder is fitted to the vehicle in accordance with Q.12.8.1. No electronic equipment may be placed within five metres of any official timing line and any breach of this may result in the confiscation of the equipment concerned.

2.11 QUALIFICATION RACES:

There is no provision for Qualification races to be run.

2.12 OPERATION OF SAFETY CAR:

The Safety Car will be brought into operation and run-in accordance with Section Q, Appendix 3 of the Motorsport UK General Regulations.

2.13 ONBOARD CAMERAS:

At least one working forward facing Camera must be fitted to vehicles and that the camera fitment is approved by the Scrutineer and that any footage obtained is not for commercial use. The Clerk of the Course, Stewards and Championship organisers may make use of any such footage in reaching their decisions on any judicial matters.

3. SPECIFIC CHAMPIONSHIP REGULATIONS

- 3.1 Where it is planned to hold two Championship races, there shall be only one qualifying session scheduled. The fastest time set in qualifying will set the grid for the first race and the result of the first race will set the grid for the second race. Any Competitors who did not finish the first race may start the second from the rear of the grid in reverse order of retirement.
- 3.2 The standard minimum scheduled distance shall be 20 minutes where a single race is planned and where two races are planned, they will be of 15 minutes each, whenever practicable. Should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the Meeting, it shall still count as a full-points scoring round.
- 3.3 A driver may only race the car in which they set a Qualifying time no replacement cars are permitted.
- 3.4 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.
- 3.5 The Classic Touring Car Championship will be sub-divided into seven categories each with a separate class structure as follows:
- | | |
|---|----------------|
| 1) Poultec Classic Racing Engines Pre-66 Touring Cars | (Pre-66) |
| 2) Group 1 Touring Car Championship | (Pre-83) |
| 3) LASER Pre-1993 Touring Cars | (Pre-93) |
| 4) Burty Pre-2003 Touring Car Championship | (Pre-03) |
| 5) Burton Power Blue Oval Saloon Series | (Blue Oval) |
| 6) Edmundson Electrical Classic Thunder Saloons | (Thunder) |
| 7) Super Tourer Series | (Super Tourer) |
| 8) CTCRC Jaguar Challenge | (Jaguar) |
- 3.6 By registering for the Championship all competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code which is appended to these regulations (Appendix – Race with Respect).
- 3.6.1 Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to Motorsport UK.
- 3.6.2 It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Coordinator and/or Safeguarding Officer who will also relay the report Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at www.motorsportuk.org/resource-centre by selecting Policies and Guidelines.

4. PENALTIES

All penalties will be in accordance with Section C of the current Motorsport UK Yearbook and these Regulations.

4.1 Infringements of Technical Regulations:

4.1.1 Arising from post practice Scrutineering or Judicial Action:

Minimum Penalty: The provisions of Motorsport UK Regulations: C3.3.

4.1.2 Arising from post-race Scrutineering or Judicial Action:

Minimum Penalty: The provisions of Motorsport UK Regulations: C3.5.1a and b.

For infringements deemed to be of a more serious nature the Clerk of the Course may invoke the provisions of Regulation C3.5.1c. However, if the Clerk of the Course believes that there is some mitigation surrounding the infringement then C3.5.1c need not be implemented.

4.2 All infringements of non-technical Motorsport UK Regulations and the Sporting Regulations will be dealt with in accordance with these Championship Regulations and the General Regulations of Motorsport UK.

4.3 Additional specific Championship penalties:

4.3.1 Any Competitor adjudged to have made a false start or breached any part of the start procedure will be penalised by means of a ten second penalty being added to his total race time.

4.3.2 Breaches of 2.7.4 will usually be dealt with by means of a fine of up to £10 per k.p.h. above the limit in qualifying and by means of a “drive through” penalty during races.

4.3.3 Any Competitor disqualified from the results of an Event will not be allowed to count the score as part of any dropped scores.

4.3.4 Any Competitor may be called before the Championship Stewards who at their discretion may take further action against the Competitor. This may include, but is not limited to, the loss of Championship points, a fine to a maximum of £1,045 (in accordance with Motorsport UK Yearbook Appendix 1, 13.6) or disqualification from part or all of the Championship.

4.3.5 The Clerk of the Course may impose a “Stop / Go” or “Drive through” penalty for a breach of regulations, in accordance with Q 12.6.

4.3.6 Any vehicle not carrying the mandatory Championship decals may be subject to a fine of £100 for the first infringement and then £500 for any subsequent infringement.

5. APPENDICES

The following Commercial Regulations are not subject to the Judicial processes of either the Championship Stewards and / or the Motorsport UK / MSC.

- 5.1. The Classic Touring Car Championship is aimed at providing close racing for a wide variety of cars and it must remain a non-contact sport at all times. The Organisers acknowledge that racing incidents do happen, however there will be no acceptance of any aggressive driving of any kind. In accordance with the Motorsport UK regulations penalties will be applied to drivers who do not comply with this principle. Competitors are reminded that the majority of these cars are getting rare, to that extent parts are getting to be harder to find and most of these cars are not run-on big budgets. Therefore, you are requested to race accordingly, remembering this is club racing and it should be an enjoyable experience for everyone involved.

5.2 Social Media:

Drivers and their supporters are reminded about the use of social media. Regulation 5.2 of the Championship Regulations clearly states the position, and anyone found in breach of 5.2 will be dealt with accordingly. A negative or derisory comment on social media can be seen instantly by many people. This may include one or more of our sponsors, hence the need for restraint. There can be, and have been, serious consequences caused by the misuse of social media. Therefore, if a driver considers that they have a genuine issue that needs resolution they should use the appropriate channel either the Championship Co-ordinator or Championship Committee

- 5.3 Anyone posting anything derogatory, defamatory, insulting, unfavourable or disrespectful in relation to the Championship or Series – including any of its participants, officials, partners, or supporters – in any form of Social Media, would be dealt with in the same manner as if he comments had been published in the traditional print/broadcast media. In the worst instance this could mean disqualification from the championship/series, in the least it will be a deduction of points.

NB: for the avoidance of doubt the Motorsport UK may of course take any action as it considers appropriate, in addition to any action taken by the Championship Stewards.

5.4 **Race Organising Clubs and Contacts:**

BARC, Thruxton Circuit, Andover, Hampshire. SP11 8PN

Contact: David Wheadon

Tel: 01264 882200

Fax: 01264 882233

E-mail: dwheadon@barc.net

Championship Eligibility Scrutineer:

Name: Matthew Godber

Tel: 07751 647 841

Email: matthew.godber@gmail.com

Drivers Representative:

Name: Colin Gibbons

Tel: 07814 052142

Email: colin.gibbons@classictouringcars.com

6. TECHNICAL REGULATIONS – POULTECH PRE '66 TOURING CARS

6.1 INTRODUCTION:

- 6.1.1 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 principle that you cannot.
- 6.1.2 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.

6.2 DESCRIPTION:

- 6.2.1 **General:** The Classic Saloon and Historic Touring Car Championship is for competitors participating in four- seater saloon cars marketed before 1st January 1966.

6.2.2 Eligibility:

- 1) Eligible cars are those complying with these regulations or any vehicle complying with the FIA Appendix K regulations for the current year and eligible for participation in the FIA Historic Touring Car Championship.
- 2) The acceptance of a particular vehicle as being of saloon configuration and eligibility is subject to the approval of the Championship Organisers on an annual basis.
- 3) Cars not complying with these regulations may be eligible subject to Championship Organisers approval.
- 4) The responsibility to prove eligibility is always that of the Competitor. For clarification of a Competitor, refer to the Motorsport UK Yearbook Section B. Nomenclature & Definitions.
- 5) 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.
- 6) 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. 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.

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

- a) **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.
- b) **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.

6.2.4 **Classes:**

6.2.4.1 The Class Structure will be as follows, with classes based on the actual engine capacity, excluding the permitted overbore.

CLASS A:	Over 2700cc
CLASS B:	1601cc up to 2700cc
CLASS C:	1276cc up to 1600cc All Cooper derived Mini's Mini over 1270cc Mini – 970S Mini 1071S
CLASS D:	1001cc up to 1275cc
CLASS E:	0cc to 1000cc
CLASS F:	Lotus Cortina
CLASS W:	Weekend Member

6.2.4.2 **Weekend Member :**

- a) Competitors with Vehicles complying and not complying with these regulations can be invited to compete subject to Championship Organisers approval as a tester round. Only full members vehicles if eligible can use classes A – F.
- 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 a weekend member 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) Weekend Member 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) Weekend Members will not be eligible for: -
 - i. Podium recognition
 - ii. Championship award / trophies
 - iii. Championship points.

6.2.5 **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.

6.2.6 **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.

6.3 SAFETY REQUIREMENTS:

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

6.3.2 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.

6.3.3 Fire Extinguisher: K3.1 to K3.3.3 applies:

- a) All vehicles must be equipped with a fire extinguisher. Motorsport UK Yearbook, Regulation Q.13.10.7 applies.
- b) Vehicles of Periods A-F must be equipped with a fire extinguisher in accordance with Motorsport UK Yearbook Regulation K3.2.
- c) All other vehicles not detailed in Championship Regulation 6.3.3b. must be equipped with a fire extinguisher in accordance with Motorsport UK Yearbook Regulation K3.1.
- d) The fire extinguisher must not be disarmed in any Parc Fermé area without the specific permission of the Championship Eligibility Scrutineer. Any Competitor that is found with a disarmed fire extinguisher in Parc Fermé for whatever reason will be penalised.
- e) The following information must be clearly displayed on each fire extinguisher:
 - i. Type of extinguishant
 - ii. Weight or volume of extinguishant
- f) It is recommended that the following information is clearly displayed on each fire extinguisher:
 - i. Capacity
 - ii. Service date of extinguisher. It is recommended that it must be less than 2 years since the filling date or the last service date.
- g) During Events, all extinguisher systems must be in the 'ARMED' condition (i.e., be capable of being operated without the removal of any safety device) at all times while competing or practising, including post-Event scrutineering.
- h) The external triggering point must be positioned close to the circuit breaker (or combined with it) and must be marked by the letter "E" in red inside a white circle of at least 10cm diameter with a red edge in accordance with Motorsport UK Yearbook Regulation K3.1.6.

6.3.4 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) Technical Regulation 6.3.4a. is not mandatory for cars of pre 01/01/66 construction but is recommended.

- c) 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.
- d) The circuit breaker when 'operated' must isolate all electrical circuits, data loggers, transponders, etc.
- e) When the circuit breaker is 'operated' there must be no power source capable of keeping the engine running.
- f) 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.
- g) On cars of Periods A to F (pre-1977) the triggering system may be mounted approximately vertically below the line of the scuttle on the driver's side.

6.3.5 **Lights:**

Lights detailed in Championship Regulations 6.10.5 must be in working order throughout the entire Event.

6.3.6 **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.

6.3.7 **Seatbelts: K2.1. applies**

- a) Mandatory use of seat belts. Motorsport UK Yearbook regulation Q.13.10.2 applies.
- b) Where Vehicles constructed in Periods A to E have seat belts fitted, the seat belts must comply with Championship Regulation 6.3.7c. to 6.3.7e. inclusive.
- c) The Driver's seat belts must have a current FIA homologation.
- d) It is mandatory to use seat belts, with a minimum 'four point' configuration complying with the Motorsport UK Yearbook Regulation K2.1.2.
- e) Seat belts must be worn and be correctly adjusted at all times during events: (Two shoulder straps and one lap strap, with four anchorage points on the chassis/body shell or roll over bar of the vehicle).

6.3.8 **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.12.1.1.c applies.

6.3.9 **Crash Helmet:**

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

6.3.10 **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.

6.4 **GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS:**

- a) All vehicles must comply with Motorsport UK General Technical Regulations and the relevant parts of Sections J & Q of the Motorsport UK Yearbook except where specified below
- b) Vehicles may be brought up to any series production specification for that model prior to 1st January 1966. 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, FIA/FISA (or National equivalent for foreign cars) homologation papers for use in Group One during the series production of that model may be substituted for the original component provided that the substitute part was in production or homologated prior to 1st January 1966.

- d) No component may be substituted which serves to alter the shape or size of the body shell and/or panels themselves or increase the capacity of the engine unless specifically allowed by these regulations. Full details of optional equipment must be submitted to the Championship Co-ordinator for possible inclusion on a vehicle-by-vehicle basis prior to that item of equipment being fitted.
- e) Fixing components such as nuts, screws, washers, lock washers; spring washers, etc. are free and may be upgraded.
- f) 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
- g) Where these regulations call for original components or pattern parts these must be to the manufacturer's original specifications for that model as catalogued by the manufacturer, or importer, prior to 1st January 1966.
- h) Advertising on vehicles is subject to the requirements set out in Motorsport UK Yearbook. Regulation H29.1.2 & H29.1.3.
- i) Competitors registering do so in the full knowledge that Organiser 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.
- j) 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.
- k) "Free" as referred to in these Technical Regulations shall mean be interpreted as "within the limitations imposed by the Motorsport UK Yearbook Regulations".

6.5 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 6.5b. and 6.5d.
- 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.

6.5.1 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 6.5.1a. 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 centreline. 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.

6.6 BODYWORK AND DIMENSIONS:

6.6.1 General:

- a) Bodywork must be complete and standard in shape and silhouette, material, and thickness on all exterior surfaces.
- b) Where original materials are unobtainable, local repairs of adequate strength may be made using modern equivalents.
- c) Replacement of panels with non-original material is prohibited.
- d) It is only permitted to make holes in bulkhead for the passage of cables, fuel, water, oil, hydraulic, instrument or fire extinguisher lines.
- e) All redundant holes must be covered with a non-flammable material.

6.6.2 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.
- e) Instrumentation is free.
- f) All interior door and rear quarter trim forward of the rearmost part of the production seating area is to be retained in either original, equivalent material of the period or other non-flammable material.
- g) Material for side and rear windows is free subject to prevailing Motorsport UK requirements.

6.6.2.1 The original mirrors may be removed but vehicles must be fitted with at least one externally mounted rear-view mirror in accordance with Motorsport UK Yearbook section Q.13.11.1 and at least one interior mirror. The fitment of a wide-angle interior rear-view mirror is recommended.

6.6.2.2 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.

6.6.2.3 Heaters and interior ventilation systems may be removed. It is recommended to retain a heating and de-misting system.

6.6.2.4 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.

6.6.3 Exterior:

- a) Removal of Mini bumpers is prohibited. They must be retained, "as produced and fitted" by the manufacturer.
- b) Except for Championship Regulation 6.6.3a. removal of bumpers is permitted providing Championship Regulation 6.6.3c. is respected.
- c) When bumpers are removed all supporting devices and brackets as would otherwise protrude beyond the bodywork must also be removed.
- d) Reworking or modification to exterior bodywork is prohibited except for items detailed in Championship Regulation 6.6.3e.
- e) Any part of the arch/wing pressing folded into the wheel arch may be deformed, but not removed, to give clearance to the tyres.
- f) Bonnet and boot shut lines must be as in production.
- g) The original boot and bonnet fasteners may be removed.
- h) Boot and bonnet hinges are free.

- i) Radiator grill slats must not be removed unless they are less than 1" apart and if so, alternate slats may be removed.
- j) Vehicle registration marks (number plates) must be displayed front and rear. They must be able to satisfy the requirements of a Ministry of Transport Test (MOT)
- k) Jaguar Mk 1 & 2 may use accurate replica louvered bonnets as per original "John Coombs" cars.
- l) 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).
- m) It is permitted to remove bonnet outer skin support frame / stiffening metalwork.
- n) It is permitted to remove boot outer skin support frame / stiffening metalwork.

6.6.4 Ground Clearance:

- a) Minimum ground clearance is 4" (100mm) excluding exhausts and silencers.
- b) Will be measured without the Driver on board.
- c) Will be measured with the vehicle in the condition in which it 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

6.7 ENGINE:

6.7.1 General:

- a) Engine components are free providing the requirements of Championship Regulation Section 6.7 are respected.
- b) To allow for Scrutineers wire seals, every installed engine must have 1.6mm (1/16") holes drilled in readily accessible locations as follows: -
 - i. Sump: - Cross drilled through two adjacent retaining screws or studs.
 - ii. Rocker/cam cover or cylinder head bolts: - Cross drilled through two adjacent retaining screws, studs, or bolts.
- c) 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.

6.7.2 Class A (except Ford Mustang and Ford Falcon) and Class F:

- 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, bore, number of main bearings and number of main bearing fasteners.
- c) It is permitted to re-bore the standard size cylinder block up to a maximum of plus 0.065"(1.651mm)
- d) The crankshaft is free if the requirements of Championship Regulations 6.7.2e and 6.7.2f are respected.
- e) The original stroke of the crankshaft must be retained.
- f) The original number of crankshaft bearings must be retained.

6.7.3 Ford Mustang and Ford Falcon:

- a) Permitted Cylinder Block
- b) Standard production cylinder block.
- c) Pre-1985 standard production (2 bolt mains) 302 cubic inch cast iron cylinder block.
- d) Cylinder block available as part number M6010-A50.
- e) It is permitted to re-bore the standard size cylinder block in use up to a maximum of plus 0.065" (1.651mm).

6.7.4 Cylinder block: Class B, C, D and E:

- a) Free, if the requirements of Championship Regulations 6.7.4b to 6.7.4h inclusive are respected.
- b) It shall be of the “same family”, manufactured by the same manufacturer in the original material and approved by the Championship Organisers.
- c) It is permissible to remove metal from the cylinder block.
- d) It is permitted to re-bore the standard size cylinder block in use up to a maximum of plus 0.065" (1.651mm)
- e) Ford Anglia may use a pre- cross flow production 1,498cc cylinder block.
- f) Mini may only use a “British home market” engine block.
- g) The original production bore (excluding permitted overbore) and stroke for the block in use must be retained.
- h) Within these Technical Regulations the word “Same family” means that all removable engine components originally fitted in production to the original standard production block for that car will reassemble directly onto the replacement cylinder block except for the pistons and the crankshaft which may have a different number of main bearings and different stroke.

6.7.5 Crankshaft:

- a) The crankshaft is free, providing that championship regulation 6.7.5 b is respected.
- b) The original stroke of the crankshaft must be retained.

6.7.6 Cylinder Head:

- a) The cylinder head is free provided that the requirements of Championship Regulations 6.7.6b to 6.7.6i inclusive are respected.
- b) The cylinder head must be manufactured to the same original production specification as the original standard production cylinder head.
- c) The cylinder head shall be manufactured from the same material as the original standard production cylinder head configuration and operating type as the original standard production cylinder head.
- d) The cylinder head shall fix directly onto the original standard production cylinder block without any modification.
- e) It is permitted to remove metal from cylinder head.
- f) The Ford “Kent” crossflow cylinder head is not permitted.
- g) Jaguars may use a straight port head.
- h) 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.
- i) Vehicles fitted with side valve engine may employ a proprietary OHV conversion (cylinder heads, manifolds, and carburettors) marketed for that engine before 1st January 1966.
- j) The engine must be in the original position.

6.7.7 Oil/Water Cooling:

- a) The main radiator is free but must be plumbed in and remain in its original location and be of the original size and type. (Complete with header and pressure cap etc.)
- 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 6.7.7a to 6.7.7c inclusive.

- e) Dry sump oil systems are prohibited.
- f) The Hillman Imp is permitted to use a front mounted auxiliary radiator system providing:-
 - i. The radiator matrix must be located within the spare wheel area.
 - ii. The radiator matrix must be confined within the front bonnet area.
 - iii. A plumbed in radiator must be fitted in the original factory fitted position.
 - iv. The spare wheel must remain in place but it is permitted to enlarge the drain hole to a maximum dimension of 450mm long by 100mm wide (front to rear of vehicle) to assist air flow through front auxiliary radiator.

6.7.8 Induction Systems:

6.7.8.1 Class A:

- a) The production or homologated carburetion must be fitted.
- b) Carburetion may be "gas-flowed" by polishing.
- c) Internal removal of metal is permitted provided that the requirements of Championship Regulation 6.7.8.1d. is respected.
- d) The intake and outlet flange dimensions must remain as original.

6.7.8.2 Class B, C, D and E:

- a) Carburetion must be that used in the period or equivalent but is otherwise free.
- b) Alfa Romeo Giulia Sprint GT may use twin 45DCOE Weber carburettor as fitted to the Ti Super model.
- c) Ford Mustang/Falcon may use any Holley 4150 or 4160 (1.6875" Flange dimension) carburettor.
- d) Jaguar Mk 1, 2 & S Type may use twin 2" SU carburettors.

6.7.8.3 Class F:

- a) Ford Lotus Cortina must use twin 40DCOE unless entered to Appendix K in which case may use twin 45 DCOE.

6.7.8.4 Forced induction or fuel injection is only permitted if fitted as original equipment.

6.7.8.5 Supercharged or turbocharged engines shall be subject to a capacity equivalent of 1.4:1.

6.7.8.6 Inlet manifolds are free.

6.7.8.7 Rear engine cars may have additional air intakes in the rear Plexiglas but must not produce a ram air effect.

6.7.9 Exhaust Systems:

- a) The exhaust system is free subject to compliance with the Motorsport UK Yearbook Regulation J5.16.

6.7.9.1 Ignition Systems:

- a) The ignition system is free if the requirements of Championship Regulations 6.7.9.1 b to 6.7.9.1h inclusive are respected.
- b) The distributor may be fitted with an after-market spark-triggering device.
- c) The distributor must remain in its original position.
- d) The distributor must maintain its original function.
- e) Any additional system which processes information acquired from the ambient conditions and/or the engine is prohibited.
- f) The distributor must be the only means of determining ignition advance and retard.
- g) The distributor must be the only means of distributing the high-tension spark.
- h) The original firing order must not be changed.

6.7.10 Fuel Delivery System:

- a) Fuel pumps are free subject to compliance with Motorsport UK Yearbook requirements.
- b) Vehicles entered to Appendix K specification must respect the requirements of Championship Regulation 6.7.10a.

6.8 SUSPENSIONS:

6.8.1 General:

- a) Suspension type as fitted by the manufacturer must remain unaltered.
- b) It is permitted to use pattern parts to the manufacturer's original specification.

6.8.2 Suspension mounting points:

- a) The original suspension mounting points shall be used without modification.
- b) It is not permitted to modify the original location / dimensions of suspension mounting points.

6.8.3 Track Control Arms:

- a) Track control arms may be modified locally for the sole purpose of adjusting the track control arm length.
- b) It is permitted to strengthen track control arms.

6.8.4 Springs:

- a) Spring type as fitted by the manufacturer, shall be employed.
- b) Spring rate and thickness of material is free.
- c) Leaf springs are free; it is permitted to upgrade to single or multi either way.
- d) No more than the original number of springs as fitted by the manufacturer are permitted.

6.8.5 Shock Absorbers:

- a) Shock Absorbers are free providing that Championship Regulation 6.8.5 is respected.
- b) No more than the original number of functioning shock absorbers, as fitted by the manufacturer are permitted.
- c) Lever arm dampers may be changed to telescopic dampers and use new mounting points.
- d) Cars with hydrolastic suspension may run additional telescopic shock absorbers.
- e) A Macpherson strut may be converted to a coil over damper.
- f) Anti-roll bars, anti-tramp bars, Panhard rods, Watts linkages, lowering blocks and their mountings may be added, and these components only may incorporate spherical bearings or joints.

6.8.6 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.

6.8.7 Lotus Cortina suspension must meet the following measurement criteria:

- a) Distance between the front strut top mounting bolts (furthest forward measured across engine bay) = 1010mm +/- 1.5mm.
- b) Distance between track control arm inner mountings across front cross member = 437mm +/- 1.5 mm

6.8.8 Anti-roll bars, anti-tramp bars, Panhard rods, Watts linkages, lowering blocks and their mountings may be added, and these components only may incorporate spherical bearings or joints.

6.8.9 Spherical bearings, track rod ends or rose joints are prohibited unless fitted as standard or in conjunction with Championship Regulation 6.8.9

6.8.10 It is not permitted to fit any additional suspension components, other than those permitted in Championship Regulation Section 6.8.

6.9 TRANSMISSIONS:

- a) The gearbox is free provided that it is from the same manufacturer and type as originally fitted by the manufacturer and that Championship Regulation 6.9b to 6.9i. inclusive are respected.
- b) Gear levers and gear shift mechanisms are free but must employ the original method of operation, shift pattern local modification of the tunnel is permitted to allow for gear shift extensions.
- c) Quick shift gear levers are permitted. These may be fitted with reverse blocks to prevent the inadvertent engaging of reverse gear.
- d) The gearbox must remain in the original position.
- e) Gearbox mounts are free.
- f) No more than four forward ratios are permitted unless supplied as original equipment.
- g) An additional overdrive gearbox may be fitted.
- h) Gearboxes and transaxles with rapidly interchangeable ratios, or proprietary racing gearboxes, are prohibited.
- i) Sequential gearboxes and/or traction control devices are prohibited.
- j) The final drive ratio is free.
- k) The rear axle must remain in its original position.
- l) The rear axle casing must be the original standard production component.
- m) It is permitted to locally modify the rear axle for no other function than strengthening purposes.
- n) 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 6.9i. to 6.9l. Inclusive.
- o) Drive shafts and prop shafts must be made of metallic material but otherwise are free.
- p) Mechanical limited slip or torque biasing differentials are permitted.

6.10 ELECTRICAL:

6.10.1 Electrical equipment is free provided that Championship Regulation 6.10.2 to 6.10.5 inclusive are respected.

6.10.2 Vehicle On-board Starter:

Engines are to be always started 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.

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

6.10.4 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.

6.10.5 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) Lights detailed in Championship Regulation 6.10.5a.iii must be operated only by the brake pedal and without a delay.
- c) Lights detailed in Championship Regulation 6.10.5a. 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 6.10.5a. 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.

6.11 BRAKES:

- a) Brake systems are free providing Championship Regulation 6.11b. to 6.11f. inclusive is respected.
- b) Carbon disks are prohibited.
- c) ABS systems are prohibited.
- d) Cars must be fitted with an operational handbrake.
- e) Modification or removal of brake back plates is permitted.
- f) Ducting for the purpose of cooling brakes or removing dust is permitted provided it serves no other purpose and if beneath the car respects the requirements of Championship Regulation 6.6.4

6.12 WHEELS/STEERING:

6.12.1 Steering:

Steering wheels and steering columns are free providing Motorsport UK Yearbook Regulations J5.7.1, 5.7.2 are respected.

6.12.2 Wheels:

- a) Road wheels must be fastened by the original number of studs/bolts.
- b) Split rims are prohibited.
- c) Road wheel material is free.
- d) Wheels must be within 1" diameter of original equipment.
- e) All four wheels must be of the same diameter.
- f) Maximum permitted rim widths are:
 - i. Class A 7.0"
 - ii. Class B 6.0"
 - iii. Class C, D, E, F, G 5.5"
- g) Hub material is free.

6.13 TYRES:

- a) The only permitted tyres are from the Motorsport UK Yearbook L4 list 1A.
- b) The Dunlop CR65. 204 compound is allowed.
- c) No modification to tread pattern or depth is allowed.
- d) All tyres must have an aspect ratio (profile) of 70% or greater.

6.14 WEIGHTS:

- a) There are no minimum weights applicable.

6.15 FUEL TANK/FUEL:

6.15.1. Fuel Tank:

- Fuel tanks are free subject to compliance with Motorsport UK Yearbook Regulations.
- Vehicles entered to Appendix K specification must respect the requirements of Championship Regulation 6.15.1a.

6.15.2 Fuel:



- A Motorsport UK approved additive is permitted.
- Fuel solely for the purpose of lead replacement is allowed.
- Refuelling is not permitted during qualifying, on the starting grid or during a race.

6.16 SILENCING:

- All cars must conform to the current Motorsport UK noise requirements as detailed in the Motorsport Yearbook regulations J5.17 & J5.18.
- Silencers are free subject to compliance with 6.16a.

6.17 NUMBERS AND CHAMPIONSHIP DECALS:

- Only competition numbers allocated by the Championship are to be displayed. They must be displayed in accordance with Motorsport UK Yearbook regulation J4 and remain as allocated until the end of the season.
- Competitors must display competition numbers on a CTCRC number background. CTCRC decals and those of the series sponsors, promoters and the BARC are required to be displayed in an un-obscured position in accordance with the following table.

Item		Placement
CTCRC Number Background (round or square)		One on each front door, one on the bonnet
CTCRC "classictouringcars.com" sun strip	"classictouringcars.com"	Rear windscreen
Series Sponsor Sun strip	Poultec	Top of front windscreen
Series Sponsor logos (if required - TBC)	Lap Engineering Revolution Wheel Toyo Tires	One on each side of the car (front wing, rear door or rear quarter)
BARC Logo		One on each side of the car (front wing, rear door or rear quarter)
Class Letter (50mm Black lettering)	e.g. 88 A	One on each CTCRC number background, adjacent to race numbers

- Decals shall be fitted as issued. They may not be cut or otherwise defaced or deformed without prior approval from the Championship Organisers.
- Non Championship 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.
- 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
- Points will ONLY be awarded to competitors correctly displaying the required decals
- Full racing members will be allocated one set of decals from the Championship nominated supplier free of charge. A charge will be levied for any extra decals required.
- Weekend members will not receive decals nor championship points.

7. TECHNICAL REGULATIONS – GROUP 1 TOURING CAR CHAMPIONSHIP

7.1 INTRODUCTION:

- 7.1.1 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 principle that you cannot.
- 7.1.2 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.

7.2 DESCRIPTION:

- 7.2.1 **General:** Group 1 Touring Car Championship is for competitors participating in saloon cars of which the manufacturer specific model/engine type was marketed before 1st January 1983 of which more than 5000 examples were manufactured in any 12-month period during the overall production run. ALL FIA Homologated appendix J Group 1 and 1.5 Touring Cars prior to the first of January 1983 are eligible.

7.2.2 Eligibility:

- 1) All cars are subject to approval of their eligibility by the Championship Organisers.
- 2) Cars not complying with these regulations may be eligible subject to Championship Organisers approval
- 3) The following cars are eligible for this championship.
 - i. Cars complying with BARC/CTCC Classic and Historic Touring Car regulations.
 - ii. Jaguar XJ12 four doors.
 - iii. Alfa Romeo GTV6 3.0
 - iv. Ford Taunus 3.0
- 4) Cars complying with BARC/CTCC Classic and Historic Touring Car regulations will have their class determined by actual capacity.
- 5) The responsibility to prove eligibility is always that of the Competitor. For clarification of a Competitor refer to the Motorsport UK Yearbook section B. Nomenclature & Definitions.
- 6) 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.
- 7) 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.
- 8) 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.

- 7.2.3 Unless specifically permitted in these regulations, all components must be to original Manufacturers Specification.

7.2.4 Classes:

- 7.2.4.1 The Class Structure will be as follows, with classes based on the actual engine capacity, excluding the permitted overbore.

CLASS A:	Over 4000cc
CLASS B:	2501cc – 3999cc
CLASS C:	1601cc – 2500cc
CLASS D:	1301cc – 1600cc
CLASS E:	0cc to 1300cc

CLASS W:	Weekend Member
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7.2.4.2 **Weekend Member :**

- a) Competitors with Vehicles complying and not complying with these regulations may be invited to compete subject to Championship Organisers approval as a tester round. Only Full Members Vehicles if eligible may use classes A – E.
- 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 Weekend Members 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) Weekend members 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) Weekend Members will not be eligible for: -
 - i. Podium recognition
 - ii. Championship award / trophies
 - iii. Championship points.

7.2.5 **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.

7.2.6 **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.

7.3 **SAFETY REQUIREMENTS:**

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

7.3.2 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. except for vehicles of Periods A - E inclusive. Motorsport UK Yearbook, Regulation Q.13.10.1 applies.
- 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.

7.3.3 Fire Extinguisher: K3.1 to K3.3.3 applies:

- a) All vehicles must be equipped with a fire extinguisher. Motorsport UK Yearbook, Regulation Q.13.10.7 applies.
- b) Vehicles of Periods A-F must be equipped with a fire extinguisher in accordance with Motorsport UK Yearbook Regulation K3.2.
- c) All other vehicles not detailed in Championship Regulation 7.3.3b. must be equipped with a fire extinguisher in accordance with Motorsport UK Yearbook Regulation K3.1.
- d) The fire extinguisher must not be disarmed in any Parc Fermé area without the specific permission of the Championship Eligibility Scrutineer. Any Competitor that is found with a disarmed fire extinguisher in Parc Fermé for whatever reason will be penalised.
- e) The following information must be clearly displayed on each fire extinguisher:
 - i. Type of extinguishant
 - ii. Weight or volume of extinguishant
- f) It is recommended that the following information is clearly displayed on each fire extinguisher:
 - i. Capacity
 - ii. Service date of extinguisher. It is recommended that it must be less than 2 years since the filling date or the last service date.
- g) During Events, all extinguisher systems must be in the 'ARMED' condition (i.e., be capable of being operated without the removal of any safety device) at all times while competing or practising, including post-Event scrutineering.
- h) The external triggering point must be positioned close to the circuit breaker (or combined with it) and must be marked by the letter "E" in red inside a white circle of at least 10cm diameter with a red edge in accordance with Motorsport UK Yearbook Regulation K3.1.6.

7.3.4 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) Technical Regulation 7.3.4a. is not mandatory for cars of pre 01/01/66 construction but is recommended.
- c) 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.
- d) The circuit breaker when 'operated' must isolate all electrical circuits, data loggers, transponders, etc.
- e) When the circuit breaker is 'operated' there must be no power source capable of keeping the engine running.
- f) 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.
- g) On cars of Periods A to F (pre-1977) the triggering system may be mounted approximately vertically below the line of the scuttle on the driver's side.

7.3.5 Lights:

Lights detailed in Championship Regulations 7.10.5 must be in working order throughout the entire Event.



7.3.6 **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.

7.3.7 **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 7.3.7c to 7.3.7e. inclusive.
- c) The Driver's seat belts must have a current FIA homologation.
- d) It is mandatory to use seat belts, with a minimum 'four point' configuration complying with the Motorsport UK Yearbook Regulation K2.1.2.
- e) Seat belts must be worn and be correctly adjusted at all times during events: (Two shoulder straps and one lap strap, with four anchorage points on the chassis/body shell or roll over bar of the vehicle).

7.3.8 **Race Clothing: K9.1 and K9.3 applies:**

- c) Competitors are strongly advised to wear flame resistant, socks, underwear, and balaclava.
- d) Flame resistant gloves and shoes are mandatory. Motorsport UK Yearbook Regulation Q.12.1.1. (c) applies.

7.3.9 **Crash Helmet:**

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

7.3.10 **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.

7.4 **GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS:**

- a) All vehicles must comply with Motorsport UK General Technical Regulations and the relevant parts of Sections J & Q of the Motorsport UK Yearbook except where specified below
- b) Vehicles may be brought up to any series production specification for that model prior to 1st January 1983. 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, FIA/FISA (or National equivalent for foreign cars) homologation papers for use in Group One during the series production of that model may be substituted for the original component provided that the substitute part was in production or homologated prior to 1st January 1983. 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 increase the capacity of the engine beyond that which was in production or homologated prior to 1st January 1983. Full details of optional equipment must be submitted to the Championship Coordinator for possible inclusion on a vehicle-by-vehicle basis prior to that item of equipment being fitted.
- e) Fixing components such as nuts, screws, washers, lock washers; spring washers, etc. are free and may be upgraded.
- f) It is permitted to repair faulty threads by the use of Keen Inserts/ Helicoils. Where thread inserts are utilised the original thread diameter and pitch must be respected

- 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 1983, for the model or engine shown on the entry form or registration form.
- h) Advertising on vehicles is subject to the requirements set out in Motorsport UK Yearbook. Regulation H29.1.2 & H29.1.3.
- i) Competitors registering do so in the full knowledge that Organiser 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.
- j) 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.
- k) “Free” as referred to in these Technical Regulations shall mean be interpreted as “within the limitations imposed by the Motorsport UK Yearbook Regulations”.

7.5 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 7.5b and 7.5d.
- 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.

7.5.1 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.

7.6 BODYWORK AND DIMENSIONS:

7.6.1 General:

- a) Bodywork must be complete and standard in shape and silhouette, material and thickness on all exterior surfaces unless detailed otherwise in Championship Regulations 7.6.1b to 7.6.1d inclusive.
- b) Where original materials are unobtainable, local repairs of adequate strength may be made using modern equivalents.
- c) Replacement of panels with non-original material is prohibited except as detailed in Championship Regulation 7.6.1d.
- d) The bonnet, front wings, bumpers, nosecone, boot lid and boot spoilers may be replaced with fibreglass replicas of standard shape.
- e) The fibreglass replicas detailed in Championship Regulation 7.6.1d. must be fitted such that the original part could be refitted without modification.
- f) It is only permitted to make holes in bulkheads for the passage of cables, fuel, water, oil, hydraulic, instrument or fire extinguisher lines.
- g) All redundant holes must be covered with a non- flammable material.

7.6.2 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) Vehicles must be fitted with at least one interior rear – view mirror. The fitment of a wide angle interior rear-view mirror is recommended.
- i) Driver's seat is free providing Championship Regulation 7.3.6 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.

7.6.3 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 original boot and bonnet fasteners may be removed.
- c) The original bonnet and boot shut lines must be as in production.
- d) External decorative trim may be removed. Bumpers may be removed provided that in the event of their removal, all supporting devices and brackets as would otherwise protrude beyond the bodywork, are also removed.
- e) Radiator grill slats must not be removed unless they are less than 1" apart, if so, alternate slats may be removed.
- f) Window material for side and rear windows is free subject to prevailing Motorsport UK regulations. All original window mounting hardware (i.e., mounting rubbers, sliders, guides, quarter-lights, and other externally visible features) must be retained.
- g) The original mirrors may be removed but vehicles must be fitted with at least one externally mounted rear-view mirror in accordance with Motorsport UK Yearbook section Q.13.11.1.
- h) 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 50cm².
- i) Rover P6 may use the export model Federal bonnet.
- j) Vauxhall Firenza may use Droop snoot front.
- k) Jaguar XJS may use later style body kit.

7.6.4 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).

7.6.5 Ground Clearance:

- a) Minimum ground clearance is 4" (100mm) measured from the lowest part of the suspended body e.g. splitter.
- 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

7.7 ENGINE:

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

7.7.2 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, bore, number of main bearings and number of main bearing fasteners.
- 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)
- e) Rover SD1 may use a cross-bolted block.

7.7.3 Crankshaft:

- a) The crankshaft is free, if Championship Regulation 7.7.3b, 7.7.3c are respected.
- b) The original stroke of the crankshaft must be retained.
- c) The original number of crankshaft bearings must be retained.

7.7.4 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) The alternative cylinder head(s) shall fix directly onto the original standard production cylinder block without any modification.
- e) It is permitted to remove metal from cylinder head(s).

7.7.5 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.

7.7.6 Location:

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

7.7.7 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 7.7.7b to 7.7.7c inclusive.

7.7.8 Induction Systems:

- a) The manufacturers' standard fitted induction system must be retained unless modifications are permitted within the Championship Regulations.

b) Carburettors

- i. Carburettors and their linkages are free within the limitation that the total number of chokes must not exceed the maximum number of chokes fitted in production or homologated for Appendix 'J' Group 1 – 1.5. Except as detailed in 7.7.8b. ii to iv inclusive.
- ii. Period carburation is permitted i.e., side draughts and down drafts exceeding the number of chokes fitted in production with approval from the Championship Organisers.
- iii. Where period carburation is fitted to a vehicle the class allocation and minimum permitted weight for that vehicle will be determined by the Championship Organisers.
- iv. 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 compliance with Championship Regulation 7.7.8g. is respected.

g) A single round hole with the diameter no greater than 102mm or two round holes with diameters no greater than 77mm may be made in the radiator support panel for induction air ducting/trunking to pass through.

h) Anti-surge pipes are permitted.

i) Return pipes from the carburettor/injection system are permitted.

j) Inlet and exhaust manifolds are free. The exhaust system is free subject to Motorsport UK requirements.

7.7.9 Fuel Injection:

a) Is only permitted if fitted in production or homologated in Appendix 'J' Group one prior to 1st January 1983.

b) Must employ the original, production method of triggering and operation.

c) The original plenum chamber must be retained intact but the entry duct and/or flange may be modified as detailed in Championship Regulation 7.7.9c.

- i. Enlarged in cross section area, associated throttle valve(s) being free except for the original number being maintained,
- ii. Extended upstream by the addition of metal and/or separate trunking not extending beyond the periphery of the bodywork,
- iii. Reduced in length by removal metal upstream (not downstream) of the original entry to the main plenum chamber or entry to the first branch pipe, whichever is the further upstream.

7.7.10 Forced Induction:

a) Forced induction is not permitted unless either fitted in production or homologated in F.I.A. Appendix 'J' Group One before 1st January 1983.

b) Cars using forced induction will be subject to an equivalency factor of 1.4:1.

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) The boost pressure setting is free.

f) When fitting of a turbocharger is permitted by these regulations it shall be the standard production or homologated component and must not be modified.

7.7.11 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.

7.7.12 Ignition:

- a) The ignition system is free, if Championship Regulation 7.7.12b to 7.7.12g Inclusive are respected.
- b) the original firing order must not be changed.
- c) The distributor may be fitted with an after-market spark triggering device.
- d) The distributor must remain in its original position.
- e) The distributor must maintain its original function.
- f) Any additional system which processes information acquired from the ambient conditions and/or the engine is not permitted.
- g) The distributor must be the only means of determining ignition advance and retard and must continue to distribute the high-tension spark.

7.7.13 Lubrication:

Dry sump oil lubrication systems are not permitted.

- 7.7.14 To allow for scrutineer's wire seals, every installed engine must have 1.6mm (1/16in) holes drilled in at least two adjacent sump bolts and two adjacent rocker/cam cover bolts. Engines may be sealed at any time by a Licensed Eligibility Scrutineer and only by written permission in advance from the Championship Organisers or a Licensed Eligibility Scrutineer may seals be broken.

7.8 SUSPENSIONS:

7.8.1 General:

Suspension type as fitted by the manufacturer must remain unaltered.

7.8.2 Suspension Components:

- a) With the exception of springs, Championship Regulation 7.8.5, shock absorbers, Championship Regulation 7.8.6, anti-roll bars, Championship Regulation 7.8.7 and suspension bushes, Championship Regulation 7.8.8 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 7.8.2)

7.8.3 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 providing that Championship Regulation 7.8.3b is respected.

7.8.4 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.

7.8.5 **Springs:**

- a) Suspension springs are free providing that Championship Regulations 7.8.5b and 7.8.5e 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.

7.8.6 **Shock Absorbers:**

- a) Shock Absorbers are free providing that Championship Regulation 7.8.6b to 5.8.6f 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 7.8.6d must be respected.

7.8.7 **Anti roll bars:**

- a) Anti-roll bars are free providing they fit directly on to the original body/chassis mounting points and the mobile suspension units.
- b) Additional anti roll bars, anti-tramp bars, panhard rods, watts linkages, lowering blocks and their mountings may be added.

7.8.8 **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.
- c) It is permitted to replace Suspension bushes with spherical bearings.

7.9 **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) Cars originally produced with no manual gearbox option may use any four-speed gearbox from 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) The maximum number of forward gear ratios is four unless supplied as original equipment.
- h) It is permitted to fit an additional overdrive gearbox.
- i) Gear ratios and final drive ratios are free.
- j) Drive shafts and prop shafts must be made of metallic material but otherwise are free.
- k) Mechanical limited slip or torque biasing differentials are permitted.
- l) The rear axle must remain in its original position.

- m) The rear axle casing must be the original standard production component.
- n) It is permitted to locally modify the rear axle.
- o) 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. 7.9m. and 7.9n.
- p) Vauxhall Firenza, Vauxhall Magnum and Hillman Avenger may use a Ford English axle, but the axle casing must be modified to pick up the recipient vehicle's standard suspension location mounts.
- q) Mazda RX3, RX4 and RX7 may use a Ford type 9 Gearbox with iron case.
- r) Jaguar XJ12 may use a Getrag 5 speed manual gearbox from the period with only 4 gears operational or a four-speed manual gearbox from any other production Jaguar, of, or prior to the period.
- s) Rover P6B may use a Rover SDI 4 speed gearbox.
- t) Avenger may use a Ford Type E "Rocket" gearbox with iron case.
- u) Rover SD1 may use the R380 Gearbox.

7.9.1 Traction Control:

Any form of traction control (other than as detailed in 7.9k) is prohibited unless fitted "as standard" in production by the manufacturer.

7.10 ELECTRICAL:

7.10.1 Electrical equipment is free if Championship Regulation 7.10.2 to 7.10.5 inclusive are respected.

7.10.2 Vehicle On-board Starter:

Engines are to be always started 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.

7.10.3 Battery:

- a) The battery and starter motor must be capable of performing several 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.

7.10.4 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.

7.10.5 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 taillights.
 - 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) Lights detailed in Championship Regulation 7.10.5a.iii must be operated only by the brake pedal and without a delay.
- c) Lights detailed in Championship Regulation 7.10.5a. 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 7.10.5a 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.

- 7.10.6 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.

7.11 BRAKES:

- a) Brake systems are free providing Championship Regulation 7.11b to 7.11f inclusive is respected.
- b) Carbon disks are prohibited.
- c) ABS systems are prohibited.
- d) Cars must be fitted with a handbrake.
- e) Modification or removal of brake back plates is permitted.
- f) Ducting for the purpose of cooling brakes or removing dust is permitted provided it serves no other purpose and if beneath the car respects the requirements of Championship Regulation 7.6.4

7.12 WHEELS/STEERING:

7.12.1 Wheels:

- a) Road wheel material is free.
- b) Split rims are permitted but must not exceed class wheel rim width.
- c) Road wheels must be fastened to their hubs by the original number of studs/bolts.
- d) Road wheels must be the original diameter as supplied for that particular vehicle except for 7.12.4

7.12.2 Wheel Width:

CLASS A:	8.0"
CLASS B:	7.0"
CLASS C:	6.5"
CLASS D:	6.0"
CLASS E:	5.5"
CLASS F:	5.0"

- 7.12.3 **BMW CSL and Rover P6** may use 15" diameter wheels.

7.12.4 Jaguar Wheels:

- a) Jaguar XJ6/12 may use 16" wheels but there must be no brake disc or calliper size increase beyond which a 15" wheel cannot be fitted.
- b) It is the responsibility of the competitor to ensure a 15" wheel is available at all events for eligibility testing.

7.12.5 Chevrolet Camaro Wheels:

- a) Chevrolet Camaro may use 16" wheels but there must be no brake disc or calliper size increase beyond which a 15" wheel cannot be fitted.
- b) It is the responsibility of the competitor to ensure a 15" wheel is available at all events for eligibility testing.

7.12.6 Hubs:

Wheel hubs are free.

7.12.7 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.

7.13 TYRES:

- a) It is only permitted to use tyres complying with Regulations 7.13b to 7.13f 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) It is permitted to use any Tyre from Motorsport UK Yearbook L4 List 1A. List 1B. List 1C in addition to 7.13d the following tyres are permitted: - Dunlop CR65.
- e) For clarification, the tyres detailed in Regulation 7.13d are Motorsport UK L4 List 1B and therefore Motorsport UK List L4 1A regulations relating to wear bars and tread depth do not apply.
- f) All tyres must have an aspect ratio (profile) of 50 or greater.

7.14 WEIGHTS:

7.14.1 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 7.14.2 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.
- d) The re-distribution of weight in the car, by reducing the gauge or section of material in any component and by adding ballast or increasing material elsewhere, is not permitted. Weight may only be removed within the limits of the modifications detailed within these regulations.

7.14.2 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 7.14.4 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) All cars must comply with minimum weights as listed excluding any success ballast.

7.14.2.1 Minimum weights are by production capacity (not homologated capacity) after applying equivalency factor.

0 - 1000cc	745kg	2601 - 2700cc	1074kg	4301 - 4400cc	1341kg
1001 - 1100cc	765kg	2701 - 2800cc	1091kg	4401 - 4500cc	1355kg
1101 - 1200cc	785kg	2801 - 2900cc	1108kg	4501 - 4600cc	1369kg
1201 - 1300cc	805kg	2901 - 3000cc	1125kg	4601 - 4700cc	1383kg
1301 - 1400cc	825kg	3001 - 3100cc	1141kg	4701 - 4800cc	1397kg
1401 - 1500cc	845kg	3101 - 3200cc	1157kg	4801 - 4900cc	1411kg
1501 - 1600cc	865kg	3201 - 3300cc	1173kg	4901 - 5000cc	1425kg
1601 - 1700cc	885kg	3301 - 3400cc	1189kg	5001 - 5100cc	1439kg
1701 - 1800cc	905kg	3401 - 3500cc	1205kg	5101 - 5200cc	1449kg
1801 - 1900cc	925kg	3501 - 3600cc	1221kg	5201 - 5300cc	1461kg
1901 - 2000cc	945kg	3601 - 3700cc	1237kg	5301 - 5400cc	1473kg
2001 - 2100cc	964kg	3701 - 3800cc	1253kg	5401 - 5500cc	1485kg
2101 - 2200cc	983kg	3801 - 3900cc	1269kg	5501 - 5600cc	1497kg
2201 - 2300cc	1002kg	3901 - 4000cc	1285kg	5601 - 5700cc	1509kg
2301 - 2400cc	1021kg	4001 - 4100cc	1299kg	5701 - 5800cc	1521kg
2401 - 2500cc	1040kg	4101 - 4200cc	1313kg	5801 - 5900cc	1533kg
2501 - 2600cc	1057kg	4201 - 4300cc	1327kg	5901 - 6000cc	1545kg

7.14.2.3 Engine capacities exceeding 6000cc: - add 10kg per 100cc. Therefore, 7000cc minimum weight = 1645kg

7.14.2.4 All cars must comply with these championship weight limits irrespective of the year of manufacture and any other championship regulations or waivers.

7.14.2.5 1275cc British Leyland Mini's are to run at or above the minimum homologated weight of the Mini 1275GT.

7.14.3 **Ballast:**

- a) Ballast required achieving the minimum weight or success 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) 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.

7.14.4 **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 7.14.2

7.14.5 **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 7.14.2.
- 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.

7.14.5 Compliance with Championship Regulation 7.14.2 and 7.14.5 will be checked prior to the removal of fuel samples.

7.15 **FUEL TANK/FUEL:**

7.15.1. **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.

7.15.2 **Fuel:**

- a) A Motorsport UK approved additive is permitted.
- b) Refuelling is not permitted during qualifying, on the starting grid or during a race.



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

7.16 **SILENCING/EXHAUST:**

- 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 7.16a.
- c) The exhaust system is free subject to compliance with the Motorsport UK Yearbook Regulation J5.16.

7.17 NUMBERS AND CHAMPIONSHIP DECALS:

- a) Only competition numbers allocated by the Championship 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	Shell Sport	Top of front windscreen
Series Sponsor logos (if required - TBC)	Lap Engineering Revolution Wheel Toyo Tires	One on each side of the car (front wing, rear door, or rear quarter) Where number plate 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 CTCRC number background, adjacent to race numbers

- c) Decals shall be fitted as issued. They may not be cut or otherwise defaced or deformed without prior approval from the Championship Organisers.
- d) Non-Championship 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 must display the correct CTCRC championship decals to be eligible for championship points.
- f) Points will ONLY be awarded to competitors correctly displaying the required decals.
- g) Full racing members will be allocated one set of decals from the Championship nominated supplier free of charge. A charge will be levied for any extra decals required.
- h) Weekend members will not receive decals nor championship points.

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.

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 A 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 pre-66 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 responsibility to prove eligibility is always that of the Competitor. 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.
- f) 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.
- g) The Championship Organisers in conjunction with a Licensed Eligibility Scrutineer shall determine matters as to the eligibility and the implementation which may involve photographing any part of the vehicle and performing electrical diagnostics at the scrutineer's discretion.

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 and Sierra RS500
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 W:	Weekend Member

8.2.4.2 **Weekend Member:**

- a) Competitors with Vehicles not complying with these regulations may be invited to compete subject to Championship Organisers approval as a taster round. Only full Members vehicles if eligible may use classes A – F.
- 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 a Weekend Member 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) Weekend Members 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) Weekend Members 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.
- g) Sierra Cosworth is subject to an equivalency factor of 1.7
- h) Sierra Cosworth RS500 is to run in class A

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: K3.1 to K3.3.3 applies:

All vehicles must be equipped with a fire extinguisher. Motorsport UK Yearbook, Regulation Q.13.10.7 applies.

- a) 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.
- b) The following information must be clearly displayed on each fire extinguisher:
 - i. Type of extinguishant
 - ii. Weight or volume of extinguishant
- c) 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.
- d) 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.

- e) 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 K3.1.6.

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

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.

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 50cm².

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 measured from the lowest part of the suspended body e.g. front splitter..
- 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 are respected.

8.7.1 Cylinder block:

- a) The original standard production cylinder block may be used.
- b) It is permitted to remove metal from the cylinder block.

- c) 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 if that Championship Regulation 8.7.2b, 8.7.2c 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) Except for 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, valve size must remain as standard.

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. Modified carburation is permitted with approval from the Championship Organisers.
 - iii. Where period carburation is fitted to a vehicle with more than 2 valves per cylinder engine used it shall be subject to an equivalency factor of 1.25.
 - iv. 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) Inlet trumpets are not permitted to have automatically controlled adjustment.
- d) It is permitted to remove air filter and air filter boxes.
- e) Air ducting/trunking is free provided it does not extend beyond the periphery of the bodywork.

- f) Anti-surge pipes are permitted as also are return pipes from the carburettor/injection system.
- g) Inlet and exhaust manifolds are free.
- h) 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.
- i) Slide or barrel throttles are not permitted.
- j) After market ECUs are allowed

8.7.8 Forced Induction:

- 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 except Sierra Cosworth using forced induction with four valves per cylinder will be subject to an equivalency factor of 1.4:1. Sierra Cosworth equivalency factor will be 1.7.
- g) Cars using forced induction with two valves per cylinder will be subject to an equivalency factor of 1.3:1.
- h) **Mitsubishi Starion Turbo** may use a Garrett T3 turbocharger in lieu of the original component.
 - a) Sierra RS Cosworth may only use a Garrett T3 turbocharger
 - b) Sierra RS 500 Cosworth may only use a Garrett T4 turbocharger
 - c) Renault 5GT turbo may use fuel injection, only if fitted/adapted to the standard inlet manifold for that vehicle.

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.
- 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.

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 8.8.4.
 - ii. shock absorbers - Championship Regulation 8.8.5.
 - iii. anti-roll bars – Championship Regulation 8.8.6.
 - iv. suspension bushes - Championship Regulation 8.8.7.

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 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.

8.8.4 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.

8.8.5 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.

8.8.6 Anti-roll bars:

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

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 is prohibited unless fitted "as standard" in production by the manufacturer.

8.10 ELECTRICAL:

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

8.10.2 **Vehicle On-board Starter:** Engines are to be always started 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 taillights.
 - 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 permitted.
- 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:	8.5"
CLASS D:	7.0"
CLASS E:	7.0"
CLASS F:	7.0"

8.12.3 Hubs:

- Hub material is free.
- Centre locking hubs are permitted.

8.12.4 Steering:

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

8.13 TYRES:

- It is only permitted to use tyres complying with Regulations 8.13b to 8.13e inclusive.
- Tyres must be listed by the tyre manufacturer as medium, or harder, for saloon car circuit applications. Soft compounds are not permitted.
- No modification to tread pattern or tread depth by cutting is allowed.
- Vehicles may only use tyres listed in Motorsport UK Yearbook Regulation L4 List 1A and L5 List 1B and List 1C.
- Tyre tread depth must be above the 1.6mm legal limit prior to commencement of qualifying sessions or races.

8.14 WEIGHTS:

Cars are subject to the following scale in relation to their cubic capacity. 2 valve per cylinder engine cars may use their equivalency factor cubic capacity.

Up to 1000cc	740 kg
1300cc	820 kg
1600cc	900 kg
2000cc	980 kg
2500cc	1060 kg
3000cc	1140 kg
3500cc	1220 kg
4000cc	1300 kg
4500cc	1380 kg
5000cc	1460 kg
Over 5000cc	1620 kg

8.14.1 General:

- 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.
- 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.
- If a Car loses a part during qualifying or a race, the weight of that part may be considered during eligibility checks. Following consultation, the Championship Eligibility Scrutineer will determine whether any lost part should be considered.

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. Cars complying with BARC/CTCRC Pre 83/Group 1 Touring Car Championship Regulations may use CTCRC Group 1 Touring Car Championship tabulated weights.
- 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 8.14.2.
- c) 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:
- d) It is permitted to carry ballast to achieve minimum weight.
- e) 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:

- Fuel tanks are free subject to compliance with Motorsport UK Yearbook Regulations.
- 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 Motorsport UK approved additive is permitted.
- 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/EXHAUST:

- All cars must conform to the current Motorsport UK noise requirements as detailed in the Motorsport Yearbook regulations J5.17 & J5.18.
- Silencers are free subject to compliance with 8.16a.

8.17 NUMBERS AND CHAMPIONSHIP DECALS:

- Only competition numbers allocated by the Championship are to be displayed. They must be displayed in accordance with Motorsport UK Yearbook regulation J4 and remain as allocated until the end of the season.
- Competitors must display competition numbers on a CTCRC number background. CTCRC decals and those of the series sponsors, promoters and the BARC are required to be displayed in an un-obscured position in accordance with the following table.

Item		Placement
CTCRC Number Background (round or square)		One on each front door, one on the bonnet
CTCRC "classictouringcars.com" sun strip	"classictouringcars.com"	Rear windscreen
Series Sponsor Sun strip	BURTY	Top of front windscreen
Series Sponsor logos (if required - TBC)	Lap Engineering, Revolution Wheels Toyo Tires	One on each side of the car (front wing, rear door, or rear quarter)
BARC Logo		One on each side of the car (front wing, rear door, or rear quarter)
Class Letter (50mm Black lettering)	e.g., 88 A	One on each of the rear side windows

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

9. TECHNICAL REGULATIONS –BURTYPE-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 2022 Pre-2003 Production Touring Car Championship Technical Regulations are normally indicated by being highlighted yellow.

9.2 DESCRIPTION:

- a) The CTCRC BURTYPre-03 Touring Cars Championship 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) Engine capacity shall not to exceed 3,200cc (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 E46 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 Championship Organisers 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:	2501 to 3200cc plus permitted overbore
CLASS B:	2001 to 2500cc plus permitted overbore
CLASS C:	1601 to 2000cc plus permitted overbore
CLASS D:	0000 to 1600cc plus permitted overbore.
CLASS W:	Weekend Member.

9.2.3.2 Weekend Member:

- a) Competitors with Vehicles not complying with these regulations may be invited to compete subject to Championship Organisers approval. As taster round. Only Full members vehicles if eligible use classes A - D
- 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 a weekend member 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) Weekend Members 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) Weekend Members 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-over 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: K3.1 to K3.3.3 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 K3.1.6.

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 Organiser 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.

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 front wings may be replaced by alternative material providing they exactly retain the original standard shape and outline. Vehicles with a standard production minimum kerb side weight of over 1200 kg may use other alternative material panels other than just bonnet, boot and front wings to help achieve class minimum weight.
- 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 body kit will only be allowed, provided it has been validated in writing by the Championship Organizer.
- 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 9.6.3.f-i-iii 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) Rear bumpers, it prohibited to make holes in the rear bumper,
- n) 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 60mm 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 2000cc(plus permitted overbore) but only if previously used by the same manufacturer of vehicles produced before 31st Dec 2002.
- 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 2002 and is of the same mark/type.
- d) Same family of engines prior to Jan 2003 are permitted providing cylinder head and cylinder block configuration remains unaltered as in production. Engine capacity if different must be reflected in class entry. BMW may only use M & N type Engines Produced before Jan 03. BMW S type engines are prohibited.
- e) It is permitted to re-bore the standard size cylinder block up to a maximum of plus 0.065" (1.651mm).

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) 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 to all cars manufactured after 31/12/99 or cars using engines manufactured after 31/12/99.
- 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) Gear ratios and type are free.
- c) The final drive ratio is free.
- d) Mechanical limited slip or torque biasing differentials are permitted.

9.9.1 Traction Control:

Traction control is permitted Providing it was fitted as standard to the production vehicle variant used 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 always started 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 taillights.
 - 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 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
- d) Tyre tread depth must be above the 1.6mm legal limit prior to commencement of qualifying sessions or races.
- e) Tyres must fit within the confines of the bodywork in accordance with Motorsport UK regulations.
- f) The use of tyre heating / heat retention devices, tyre treatments and compounds are prohibited.
- g) Pressure regulation valves are prohibited. Motorsport UK Yearbook Regulation, J5.9.4. applies
- h) During a Meeting, checks will be made by the Championship Eligibility / Safety Scrutineer or his appointed representative to ensure compliance with the Championship tyre regulations. Non-compliance at any time during the Event may be the subject of a report to the Clerk of the Course.
- i) 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.
- j) The Clerk of the Course will not judge whether the track is wet enough to justify the use of wet weather 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 – 2200cc	1055kg
2201 – 3200cc	1070kg + 5kg per 100cc above 2201cc
Any vehicle using an engine not fitted as standard to that model.	+40kg to min weight

9.14.3 Ballast:

Motorsport UK Yearbook Regulation J5.15 applies.

- 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.
- 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.
- 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.
- 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.
- 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:

- It is permitted to carry ballast to achieve minimum weight.
- 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:

- 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.
- The Technical Committee reserves the right to review the weight handicaps at any time during the Championship.
- The success ballast handicap is carried in addition to the 'Base' weight of the car as defined in Championship Regulation 9.14.2.
- Competitors will be informed by official bulletin of the amount of weight they must carry.
- The maximum success ballast allocated shall be 150kg.
- 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:

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

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 Motorsport UK approved additive is permitted.
- 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:

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

9.17 NUMBERS AND CHAMPIONSHIP DECALS:

9.17.1 Positions:

- Race numbers must be displayed in accordance **with Motorsport** UK Yearbook Regulation J4 or Q11.5. When using J4 option, Competitors must display competition numbers on a CTCRC number background.
- Race numbers shall be a three-digit number. The first digit of the three-digit number will always be 1. For example, 101, 126.
- Only competition numbers allocated by the Championship are to be displayed.
- 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	BURTY	Top of front windscreen
Series Sponsor logos (if required - TBC)	Lap Engineering Revolution Wheel	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

- Decals shall be fitted as issued. They may not be cut or otherwise defaced or deformed without prior approval from the Championship Organisers.
- Non-Championship 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 Championship 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.

10. TECHNICAL REGULATIONS – BURTON POWER BLUE OVAL SALOONS

10.1 INTRODUCTION:

- 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.
- 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.
- Regulations that have changed in substance from the 2022 Burton Power Blue Oval Saloon Series Technical Regulations are normally indicated by being underlined or highlighted.

10.2 DESCRIPTION:

10.2.1 General:

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

10.2.2 Eligibility:

- All cars are subject to approval of their eligibility by the Championship Organisers.
- Cars not complying with these regulations may be eligible subject to Championship Organisers approval as guests.
- 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.
- 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.
- The Championship Organisers in conjunction with a Licensed Eligibility Scrutineer shall determine matters as to the eligibility and the implementation which may involve photographing any part of the vehicle and performing electrical diagnostics at the scrutineer's discretion.

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

10.2.4 Classes:

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

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

- Equivalency Factor = Forced induction 2 valve engines = 1.4:1



Forced induction 4/5 valve engines =1.5:1

b) Equivalency Factor = 2 valve normally aspirated engines =0.8:1

Multi valve specials, e.g., Millington, Smith, and Jones type engines =1.3:1

10.2.4.2 Weekend Member:

- a) Competitors with Vehicles not complying with these regulations may be invited to compete subject to Championship Organisers approval as a taster round. Only full members vehicles if eligible use classes A - F
- 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) Weekend Members will not be eligible for: -
 - i. Podium recognition
 - ii. Championship award / trophies
 - iii. Championship points.

10.2.5 Presentation:

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

10.2.6 Technical Checking:

- a) The Championship Eligibility Scrutineer / Championship Organisers reserve the right to inspect, test, measure, seal or impound any component fitted to or used in conjunction with any car registered in the Championship either personally or through a nominated representative. The costs of such checking shall be borne by the CTCRC but the CTCRC shall not be liable for the costs of stripping or reassembly of vehicles after the checks have been carried out. This will be the sole responsibility of the Competitor. Exceptions to this may include appeal / protest according to the Motorsport UK Yearbook.
- b) Any breach of the Technical Regulations or a breach of the procedure surrounding the Technical Regulations will be the subject of a report to the Clerk of the Course.
- c) If a car is found to be ineligible for the Championship must race only in the invitation class and no points will be scored until the vehicle conforms to the regulations.
- d) Any component sealed by a Motorsport UK Licensed Scrutineer must remain sealed and may not be tampered with in any way. In the event of a seal needing to be broken for repair or replacement, prior to doing so the Championship Eligibility Scrutineer must be informed in writing and approve the seal being broken. Re-sealing by a Motorsport UK Licenced Scrutineer will take place after technical checks have been made at the next race meeting.
- e) If a vehicle/component is sealed for subsequent technical examination the Championship Eligibility Scrutineer, within the applicable time limit, will state to the Competitor/Competitor that he will examine the vehicle/component on a stated date and time and at a specified location and the sealed items must be made available for his inspection. These arrangements are not negotiable. If a vehicle/component is not made available for an eligibility examination as required by the Championship Eligibility Scrutineer, it will be considered as ineligible and will be reported as such to the Clerk of the Course for the application of penalties laid down under Motorsport UK Regulations and these Championship Regulations.

10.3 SAFETY REQUIREMENTS:

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

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

- a) All vehicles must be fitted with a safety roll-over structure as defined in the Motorsport UK Yearbook, Section K.
- b) Interior fittings, trim and bodywork may be locally modified to allow fitting of the safety over structure roll-roll cage and any door bars.
- c) Cars running non-steel doors must be fitted with double door bars on the driver's side, either crossed or parallel.

10.3.3 Fire Extinguisher: K3.1 to K3.3.3 applies:

- a) All vehicles must be equipped with a fire extinguisher. Motorsport UK Yearbook, Regulation Q.13.10.7 applies.
- b) Vehicles of Periods A-F must be equipped with a fire extinguisher in accordance with Motorsport UK Yearbook Regulation K3.2.
- c) All other vehicles not detailed in Championship Regulation 10.3.3b must be equipped with a fire extinguisher in accordance with Motorsport UK Yearbook Regulation K3.1.
- d) The fire extinguisher must not be disarmed in any Parc Fermé area without the specific permission of the Championship Eligibility Scrutineer. Any Competitor that is found with a disarmed fire extinguisher in Parc Fermé for whatever reason will be penalised.
- e) The following information must be clearly displayed on each fire extinguisher:
 - i. Type of extinguishant
 - ii. Weight or volume of extinguishant
- f) It is recommended that the following information is clearly displayed on each fire extinguisher:
 - i. Capacity
 - ii. Service date of extinguisher. It is recommended that it must be less than 2 years since the filling date or the last service date.
- g) During Events, all extinguisher systems must be in the 'ARMED' condition (i.e., be capable of being operated without the removal of any safety device) at all times while competing or practising, including post-Event scrutineering.
- h) The external triggering point must be positioned close to the circuit breaker (or combined with it) and must be marked by the letter "E" in red inside a white circle of at least 10cm diameter with a red edge in accordance with Motorsport UK Yearbook Regulation K3.1.6.

10.3.4 Main External Circuit Breaker:

- a) A Main External Circuit Breaker in compliance with the Motorsport UK Yearbook Section K8. is mandatory.
- b) The switch location must be identified by a Red Spark on a white edged blue triangle with a base of at least 12cm. and the 'On' and 'Off' positions clearly marked.
- c) The circuit breaker when 'operated' must isolate all electrical circuits, data loggers, transponders, etc.
- d) When the circuit breaker is 'operated' there must be no power source capable of keeping the engine running.
- e) The triggering system for the circuit breaker should be situated at the lower part of the windscreen mounting, preferably on the driver's side or below the rear window.

10.3.5 Lights:

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



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

- a) The Seat and Seat Mounting shall comply with the Motorsport UK Yearbook Regulation K2.2 and K2.3
- b) It is recommended that the Driver's seat is a racing seat with a current FIA homologation.
- c) Additional seat padding is permitted to a maximum of 50mm. Any additional padding or covering placed on the seat must be fire retardant to FIA standard 8855-1999.
- d) The seat mountings shall be appropriate to the seat fitted (and complying with FIA Article 253.16) must be used.

10.3.7 **Seatbelts: K2.1. applies**

- a) Mandatory use of seat belts. Motorsport UK Yearbook regulation Q.13.10.2 applies.
- b) Where vehicles constructed in Periods A to E have seat belts fitted, the seat belts must comply with Championship Regulation 10.3.7c to 10.3.7e inclusive.
- c) The Driver's seat belts must have a current FIA homologation.
- d) It is mandatory to use seat belts, with a minimum 'four point' configuration complying with the Motorsport UK Yearbook Regulation K2.1.2.
- e) Seat belts must be worn and be correctly adjusted at all times during events: (Two shoulder straps and one lap strap, with four anchorage points on the chassis/body shell or roll over bar of the vehicle).

10.3.8 **Race Clothing: K9.1 and K9.3 applies:**

- a) Competitors are strongly advised to wear flame resistant, socks, underwear, and balaclava.
- b) Flame resistant gloves and shoes are mandatory. Motorsport UK Yearbook Regulation Q.12.1.1c applies.

10.3.9 **Crash Helmet:**

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

10.3.10 **FHR:**

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

10.4 **GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS:**

- a) All vehicles must comply with Motorsport UK general Technical Regulations and the relevant parts of the Motorsport UK Yearbook Sections J & Q unless otherwise stated herein.
- b) Vehicles may be brought up to any series production specification for that model prior to the final date of manufacture.
- c) For the avoidance of doubt, 'model' shall mean a vehicle of the same body shell shape, size, specification, and silhouette.
- d) Any component listed on the Motorsport UK, FIA/FISA (or national equivalent for foreign cars) homologation papers for use in Group N, Group 1, Group A and Group 2 during the series production of that model may be substituted for the original component provided that the substitute part was in production or homologated prior to the final date of that particular models manufacture. The responsibility to prove eligibility is that of the Competitor at all times.
- e) Nuts, bolts, washers and locking devices are free.
- f) Where these regulations call for original components or pattern parts, these must be to the manufacturer's original specifications for that model as catalogued by the manufacturer, or importer, prior to the final date of that models manufacture.
- g) Advertising on vehicles is subject to requirements set out in Motorsport UK Yearbook H29.1.2 & 3.
- h) Competitors registering do so in the full knowledge that Organiser reserves the right to require the Eligibility Scrutineer to carry out, record and enforce eligibility checks which may include the sealing of component(s) for subsequent checking. The costs of such checking shall be borne by the CTCRC but the CTCRC shall not be liable for the costs of stripping or reassembly of vehicles after the checks have been carried out.

10.5 CHASSIS:

- a) The standard floor pan, sills, front bulkhead, doors, and roof must remain exactly as produced by the manufacturer in construction, dimension, and material except as allowed in Championship Regulations 10.5.8
- b) The rear bulkhead (driver compartment to boot in Saloon/Coupe cars) may be made from an alternative material and may be relocated from the original
- c) It is prohibited to remove or relocate front or rear inner wings. Inner wings may be modified to provide additional wheel/tyre clearance.
- d) Front bulkheads and inner wings may be modified for the purpose of mounting, or giving clearance to, suspension components and to permit the clearance of the induction system. Induction system shall be understood to include air induction ducting, manifolds, inlet trumpets, and ram pipes for engine carburetion or fuel injection system only. A maximum clearance dimension of 3" (75mm) is allowed.
- e) The boot floor between the chassis rails rearward of the rear axle may be modified to accept fuel and oil systems and may be made from an alternative material.
- f) Transmission tunnel and tunnel apertures may be enlarged to ease the fitment of larger transmissions.
- g) Strengthening of the chassis in the interest of safety, by the addition of material is permitted.
- h) Seam welding is permitted.

10.5.1 Towing eyes / straps

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.

10.6 BODYWORK AND DIMENSIONS:

10.6.1 General:

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

10.6.2 Interior:

- a) Floor carpets, under felt, sound deadening, headlining, front and rear parcel shelves, centre consoles, the front passenger and rear seats and trim in the boot/luggage compartment may be removed.
- b) Door and rear quarter trims must be retained but may be made from an alternative material.
- c) It is permitted to carry out modifications on the window winders, instrument panel and all the driving controls.
- d) Additional instruments may be added.
- e) Driver's seat is free providing Championship Regulation 10.3.6 is respected. The driver must be located entirely to one side of the centre line of the car. Local modifications are permitted for the purposes of secure and safe mounting.
- f) The removal of the heater, heater controls and audio systems is permitted.
- g) Vehicles must be fitted with an interior rear-view mirror. The fitment of a wide-angle mirror is recommended.
- h) All redundant holes in bulkheads must be covered with a non - flammable material.
- i) A strut brace between the rear strut towers may be fitted.
- j) It is permitted to carry out modifications to the centre tunnel for the re-routing of exhaust system. Motorsport UK Yearbook Regulation J5.16.1. applies.

10.6.3 Exterior - General:

- a) Windscreens must be laminated glass.
- b) Window material for side and rear windows is free but must comply with Motorsport UK regulations.

- c) Holes may be cut in the rear or side window for de-misting.
- d) Ducts may only be fitted to side window for cooling the driver and de-misting purposes so long as they do not impede the sight line between the competitor and the rear-view mirror and nor shall they impede the competitor's vision of flag signals, etc.

10.6.3.3 Exterior:

- a) Replacement of the front and rear wings and front body panels by lightweight material panels is permitted provided they exactly retain the standard silhouette inside elevation and don't extend the production (not homologated) wheel arch by more than 4". One-piece front-end assemblies are prohibited. "Front" is defined as the point forward of the baseline of the windscreen. Standard wings, if retained, may be modified by working the original metal and/or fitting wing extensions which must be over the tyre in accordance with Vehicle Regulations.
- b) It is permitted to cut holes in the rear part of the front wings no bigger than 200mm high x 200mm wide for cooling purposes only and these must be filled with mesh or slats.
- c) A horizontal front spoiler/splitter may be fitted to the bottom edge of the front bodywork but may not extend more than 50mm beyond the original plan view including bumper and may not exceed the width of the car across the front wheel arches. The splitter may be a separate item.
- d) The removal of exterior trim is allowed with exception of the complete front grill. Front grilles are to remain as standard, but inner slats may be removed to aid cooling.
- e) Headlights must be fitted in the original locations but need not be the original headlight unit for the vehicle.
- f) Front and rear bumpers may be replaced with lightweight replicas of standard size and shape.
- g) Bonnet and boot-lid/tailgate may be replaced by lightweight replicas and may include bonnet bulges, bonnet scoops and blending to the wheel arches. To relieve under bonnet heat, a maximum of two bonnet apertures are permitted. Louvres must be fitted in the aperture.
- h) Normally aspirated, front wheel drive, transverse engine cars in classes A, B & C may fit a bonnet scoop with an opening of 400mm wide x 50mm high to cover the air filter/inlet trumpets.
- i) Fitment of aerofoils is allowed if fitted in production or available from Ford for the model.
- j) All classes may fit additional rear aerofoils (Motorsport UK Yearbook Regulation J5.2.7 applies)
- k) Excluding the mounting pylons, rear aerofoils must be able to fit through a box 9" X 5" (230mm x 125mm).
 - i. They must be contained within the original production plan view of the car. (excluding wing mirrors).
 - ii. Non-standard aerofoils may not extend above the roofline.
- l) Roof mounted air vents are permitted.

10.6.4 Silhouette:

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

10.6.5 Ground Clearance:

- a) Ground clearance to the chassis, cross members or gearbox mounting shall be no less than 60mm.
- b) No part of the bodywork or the suspended part of the car may be below a horizontal plane passing 40mm above the ground.
- c) Will be measured with the Driver on board (wearing his complete racing apparel),
- d) Will be measured with the vehicle and driver, including minimum Weight Ballast where applicable in the condition in which they cross the finish Line or at any other time during an Event and without the removal of any solid or fluid matter including fuel.

- e) Ride height will be measured on any reasonably flat surface as deemed by the Championship Eligibility Scrutineer or his nominated representative. In the event of any discrepancy the circuit designated flat patch will be used to make any final judgement.

10.7 ENGINE:

10.7.1 To allow for scrutineer's wire seals, every installed engine must have 1.6mm (1/16in) holes drilled in at least two adjacent sump bolts and two adjacent rocker/cam cover bolts. Engines may be sealed at any time by a Licensed Eligibility Scrutineer and only by written permission in advance from the Championship Organisers or a Licensed Eligibility Scrutineer may seals be broken.

10.7.2 Engine:

- a) The engine block and cylinder head must be manufactured by the Ford Motor Company or by another company to copy the original Ford unit. Material is free. The engine block must be externally identifiable as being one fitted to a Ford vehicle.
- b) Cylinder head/s are free, and the replacement or modification of all mechanical components is permitted.
- c) All internal engine components are free.
- d) The engine must remain on the original side of the front and rear bulkheads and be orientated as production for the car entered. Engine mountings and support members may be changed for alternative units and may be chassis mounted.
- e) The engine must remain in its original position plus or minus 3" (75mm) in the vertical or horizontal plane.

10.7.3 Induction Systems:

10.7.3.1 Forced Induction Systems:

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

10.7.3.2

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

10.7.4 Exhaust Systems:

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

10.7.5 Ignition System:

The ignition system is free.

10.7.6 Fuel Delivery System:

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

10.7.7 Oil / Water Cooling:

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

10.8 SUSPENSION:

- a) Suspension springs are free. Spring platforms may be adjustable.
- b) Dampers are free and may be converted to adjustable coil-overs. Redundant coil springs may be removed.
- c) Adjustable front suspension top mounts are permitted. Strut top braces are permitted.
- d) Anti-roll bars, their mountings and links are free. Anti-tramp bars, panhard rods, watts linkages and their mountings may be added. Compression struts are permitted.
- e) Cars may be fitted with 4/5/6 link rear suspension and the rear floor may be re-worked to accept the required linkage boxes.
- f) Suspension bushes are free.
- g) Wheelbase must remain as per the original car within a tolerance of ± 2 " (± 50 mm).

10.9 TRANSMISSIONS:

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

10.9.1 Traction / Launch Control:

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

10.10 ELECTRICAL:

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

10.10.2 **Vehicle On-board Starter:** Engines are to be started at all times by the Vehicle on-board Starter except that the use of an external portable slave battery is permitted to aid start up only in the paddock, assembly area, pit lane and on the grid.

10.10.3 Battery:

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



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

10.10.4 Charging Circuit

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

10.10.5 Lights:

- a) All cars must be fitted with the following: -
 - i. A minimum of two forward facing main headlights.
 - ii. A minimum of two rear facing red taillights.
 - iii. A minimum of two rear facing red brake lights.
 - iv. A rear facing red high intensity fog light (or two where two are fitted as standard equipment by the vehicle manufacturer in question) Motorsport UK Yearbook, Section K5 applies.
- b) Brake lights detailed in Championship Regulation 10.10.5a.iii must be operated only by the brake pedal and without a delay.
- c) Fog lights detailed in Championship Regulation 10.10.5a. iv must not be operated by the brake pedal.
- d) It is not permitted to tint or paint the front or rear lighting units.
- e) All lights detailed in Regulation 10.10.5a. must be in working order throughout the entire Event and must be able to be switched on by the Driver when seated normally in the car.

10.11 BRAKES:

- a) Brake systems are free providing Championship Regulation 10.11b to 10.11e inclusive is respected.
- b) Carbon disks are prohibited.
- c) Ducting for cooling brakes or removing dust is permitted and holes may be made in inner wheel arches for the passage of brake ducts.
- d) Cars with single circuit braking must be fitted with an operational hand brake. Cars fitted with dual circuit braking are not required to have a handbrake fitted.
- e) Brake bias valves may be fitted. Brake servos may be fitted or removed.

10.12 WHEELS/STEERING:

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

10.13 TYRES:

- a) It is only permitted to use tyres complying with Regulations 10.13.2b to 10.13.2h inclusive. Racing Wets & cut slicks will be allowed for 2022 season.
- b) Vehicles may only use tyres listed in Motorsport UK Yearbook Regulation L4 List 1A and L5 List 1B and List 1C.
- c) In addition to 10.13.b the following tyres are permitted: - MRF ZTR

- d) Tyres must be listed by the tyre manufacturer as medium, or harder, for saloon car circuit applications. Soft compounds are not permitted.
- e) Tyre tread depth must be above the 1.6mm legal limit prior to commencement of qualifying sessions or races. The tyre specification when new must be as supplied by the manufacturer.
- f) Tyre buffing is prohibited.
- g) The use of any heating / heat retention devices, tyre treatments and compounds is prohibited.
- h) Pressure regulation valves are prohibited. Motorsport UK Yearbook Regulation, J5.9.4. applies
- i) Slick racing tyres are permitted in class S.

10.14 WEIGHTS:

10.14.1 No minimum weight

10.15 FUEL TANK/FUEL:

10.15.1. Types:

- 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.

10.15.2 Location:

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

10.15.3 Fuel:



- a) A Motorsport UK approved additive is permitted.
- b) The introduction of any other media into the engine is prohibited.
- c) Refuelling is not permitted during qualifying, on the starting grid or during a race.

10.16 SILENCING:

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

10.17 NUMBERS AND CHAMPIONSHIP DECALS:

- a) Only competition numbers allocated by the Championship 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	BURTON	Top of front windscreen
Series Sponsor logos (if required - TBC)	LAP / Revolution wheels Toyo Tires	One on each side of the car (front wing, rear door, or rear quarter)
BARC Logo		One on each side of the car (front wing, rear door, or rear quarter)
Class Letter (40mm White lettering) Class Weight (40mm White lettering)	e.g., 88 A	One on each of the rear side windows

- 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-Championship approved decals such as, but not restricted to, other clubs and other championship/series decals are not to be displayed on vehicles. These should be removed or covered up.
- e) Points will ONLY be awarded to competitors correctly displaying the required decals.
- f) One set of Decals may be obtained from the Championship nominated supplier free of charge. A charge will be levied for any extra decals required.
- g) 10.7e & f are only applicable to current fully paid up, Racing members of the Championship.

11. TECHNICAL REGULATIONS – EDMUNDSON ELECTRICAL CLASSIC THUNDER

11.1 INTRODUCTION:

- a) The following technical regulations are set out in accordance with Motorsport UK specified format and it should be clearly understood that if the following texts do not clearly state that you can do it, you should adopt the principal that you cannot.
- b) Anything that is not explicitly authorised in writing by the Championship Committee and anything that is not specified either in these regulations or in any Official Championship Bulletin is therefore strictly forbidden and thus will be regarded as a breach of these Technical Regulations and may be penalised as described in section 4. It should be clearly understood that technical regulations will be strictly enforced and any modification, addition, variation, tuning or removal other than specifically permitted in these regulations is prohibited.
- c) Regulations that have changed in substance from the 2022 Edmundson Electrical Classic Thunder Saloons Technical Regulations are normally indicated by being underlined or highlighted.

11.2 DESCRIPTION:

11.2.1 General:

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

11.2.2 Eligibility:

- a) All cars are subject to approval of their eligibility by the Championship Organisers.
- b) Cars marketed after 1st January 2011 may be eligible subject to Championship Organisers approval.
- c) Cars not complying with these regulations may be eligible subject to Championship Organisers approval.
- d) The following cars are NOT eligible for this championship:
 - i. Any four-wheel drive vehicle
 - ii. RSR Escorts
- e) Space frame cars
 - i. space frame cars may be eligible for the series but must retain at least the original roof, A, B and C pillar from the original production car used.
 - ii. "Partial" space frame cars may be eligible for Classes H1 & H2, subject to the requirements of Technical Regulations 11.2.2f. ii. and 11.2.2f.iii.
 - iii. Competitors wishing to run either a Fully, or Part space frame car must submit a written specification of the car to the Championship Organisers. This specification will be made available to the eligibility scrutineers for pre-and post-event checks. The specification must be submitted by the Competitor at the time of registration for the Championship. A Registration will not be accepted without submission of the relevant details.
 - iv. Space frame cars will be approved each season on an individual vehicle basis by the Championship Organisers and the car must not deviate from the submitted specification unless such changes are approved by the Championship Organisers. Space Frame cars need to have been built before 2011. RSR Escorts are not permitted.
 - v. Sports cars may be permitted subject to committee approval. The Committee reserve the right to revoke a sports cars eligibility without notice.
 - vi. The committee reserve the right to amend this specification over the course of the season for the purposes of performance equalisation. Such specification will include but is not limited to;

turbo and ancillaries, turbo restrictors (if required), injection systems, wheel sizes, tyres, and minimum weights.

vii. Any approval may be withdrawn at any time by the Championship Organisers.

f) Historic Cars

- i. Forced Induction Historic cars are eligible for the series subject to the requirements of Technical Regulations.
- ii. Normally aspirated, Historic cars are eligible for the series subject to the requirements of Technical Regulations.
- iii. The responsibility to prove eligibility is that of the Competitor at all times. For clarification of a Competitor refer to the Motorsport UK Yearbook section B. Nomenclature & Definitions.
- iv. The Championship Organisers in conjunction with a Licensed Eligibility Scrutineer shall determine matters as to the eligibility and the implementation which may involve photographing any part of the vehicle and performing electrical diagnostics at the scrutineer's discretion.

11.2.3 **Classes:**

11.2.3.1 Cars will run in nine classes based on actual capacity plus equivalency factor, plus various modification-based penalties, and bonus where applicable: Weekend Members will not be eligible for Podium recognition, championship award/ trophies and championship points.

CLASS A:	Cars 4000cc and above
CLASS B:	Cars 3000cc to 3999cc
CLASS C:	Cars 0000cc to 2999cc
CLASS S:	Space frame cars
CLASS H1:	Historic Cars 3300cc and over
CLASS H2:	Historic Cars 2501cc to 3299cc
CLASS H3:	Historic Cars 1700cc to 2500cc
CLASS H4:	Historic Cars 0000cc to 1699cc
CLASS W:	Weekend Member

11.2.3.2 The following rules will also be applied.

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

11.2.4 **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.

11.2.5 **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.
- b) The costs of such checking shall be borne by the CTCRC but the CTCRC shall not be liable for the costs of stripping or reassembly of vehicles after the checks have been carried out. This will be the sole responsibility of the Competitor. Exceptions to this may include appeal / protest according to the Motorsport UK Yearbook.
- c) Any vehicle inspected following qualification or race and found to be in breach of the 2023 Technical Regulations or a breach of the procedure surrounding the Technical Regulations will be the subject of a report to the Clerk of the Course.

- d) If a car is found to be ineligible for the Championship, at the committee's discretion, it can race, but only in the invitation class, and no points will be scored until the vehicle confirms to the regulations.
- e) Any component sealed by a Motorsport UK Licensed Scrutineer must remain sealed and may not be tampered with in any way. In the event of a seal needing to be broken for repair or replacement, prior to doing so the Championship Eligibility Scrutineer must be informed in writing and approve the seal being broken. Re-sealing by a Motorsport UK licenced Scrutineer will take place after technical checks have been made at the next race meeting.
- f) If a vehicle/component is sealed for subsequent technical examination the Championship Eligibility Scrutineer, within the applicable time limit, will state to the Competitor/Competitor that he will examine the vehicle/component on a stated date and time and at a specified location and the sealed items must be made available for his inspection. These arrangements are not negotiable. If a vehicle/component is not made available for an eligibility examination as required by the Championship Eligibility Scrutineer, it will be considered as ineligible and will be reported as such to the Clerk of the Course for the application of penalties laid down under Motorsport UK Regulations and these Championship Regulations.

11.3 SAFETY REQUIREMENTS:

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

11.3.2 Safety Roll-Over Structures: K1 to K1.8 applies:

- a) All vehicles must be fitted with a safety roll-over structure as defined in the Motorsport UK Yearbook, Section K.
- b) Interior fittings, trim and bodywork may be locally modified to allow fitting of the safety over structure roll-over cage and any door bars.
- c) Cars running non-steel doors must be fitted with double door bars on the driver's side, either crossed or parallel.

11.3.3 Fire Extinguisher: K3.1 to K3.3.3 applies:

- a) All vehicles must be equipped with a fire extinguisher. Motorsport UK Yearbook, Regulation Q.13.10.7 applies.
- b) Vehicles of Periods A-F must be equipped with a fire extinguisher in accordance with Motorsport UK Yearbook Regulation K3.2.
- c) All other vehicles not detailed in Championship Regulation 11.3.3b must be equipped with a fire extinguisher in accordance with Motorsport UK Yearbook Regulation K3.1.
- d) The fire extinguisher must not be disarmed in any Parc Fermé area without the specific permission of the Championship Eligibility Scrutineer. Any Competitor that is found with a disarmed fire extinguisher in Parc Fermé for whatever reason will be penalised.
- e) The following information must be clearly displayed on each fire extinguisher:
 - i. Type of extinguishant
 - ii. Weight or volume of extinguishant
- f) It is recommended that the following information is clearly displayed on each fire extinguisher:
 - i. Capacity
 - ii. Service date of extinguisher. It is recommended that it must be less than 2 years since the filling date or the last service date.
- g) During Events, all extinguisher systems must be in the 'ARMED' condition (i.e., be capable of being operated without the removal of any safety device) at all times while competing or practising, including post-Event scrutineering.
- h) The external triggering point must be positioned close to the circuit breaker (or combined with it) and must be marked by the letter "E" in red inside a white circle of at least 10cm diameter with a red edge in accordance with Motorsport UK Yearbook Regulation K3.1.6.

11.3.4 Main External Circuit Breaker:

- a) A Main External Circuit Breaker in compliance with the Motorsport UK Yearbook Section K8. is mandatory.
- b) The switch location must be identified by a Red Spark on a white edged blue triangle with a base of at least 12cm. and the 'On' and 'Off' positions clearly marked.
- c) The circuit breaker when 'operated' must isolate all electrical circuits, data loggers, transponders, etc.
- d) When the circuit breaker is 'operated' there must be no power source capable of keeping the engine running.
- e) The triggering system for the circuit breaker should be situated at the lower part of the windscreen mounting, preferably on the driver's side or below the rear window.
- f) On cars of Periods A to F (pre-1977) the triggering system may be mounted approximately vertically below the line of the scuttle on the driver's side.

11.3.5 Lights:

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

11.3.6 Seat and Seat Mounting: K2.2. applies

- a) The Seat and Seat Mounting shall comply with the Motorsport UK Yearbook Regulation K2.2 and K2.3
- b) It is recommended that the Driver's seat is a racing seat with a current FIA homologation.
- c) Additional seat padding is permitted to a maximum of 50mm. Any additional padding or covering placed on the seat must be fire retardant to FIA standard 8855-1999.
- d) The seat mountings shall be appropriate to the seat fitted (and complying with FIA Article 253.16) must be used.

11.3.7 Seatbelts: K2.1. applies

- a) Mandatory use of seat belts. Motorsport UK Yearbook regulation Q.13.10.2 applies.
- b) Where vehicles constructed in Periods A to E have seat belts fitted, the seat belts must comply with Championship Regulation 11.3.7c to 11.3.7e inclusive.
- c) The Driver's seat belts must have a current FIA homologation.
- d) It is mandatory to use seat belts, with a minimum 'four point' configuration complying with the Motorsport UK Yearbook Regulation K2.1.2.
- e) Seat belts must be worn and be correctly adjusted at all times during events: (Two shoulder straps and one lap strap, with four anchorage points on the chassis/body shell or roll over bar of the vehicle).

11.3.8 Race Clothing: K9.1 and K9.3 applies:

- a) Competitors are strongly advised to wear flame resistant, socks, underwear, and balaclava.
- b) Flame resistant gloves and shoes are mandatory. Motorsport UK Yearbook Regulation Q.12.1.1c applies.

11.3.9 Crash Helmet:

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

11.3.10 FHR:

Mandatory for all forms of circuit racing with the exception of period defined vehicles (pre-1977), which will remain as a recommendation. Motorsport UK Yearbook Q.12.1.1e applies.

11.4 GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS:

- a) All vehicles must comply with Motorsport UK general Technical Regulations and the relevant parts of the Motorsport UK Yearbook Sections J & Q unless otherwise stated herein.
- b) Fixing components such as nuts, screws, washers, lock washers; spring washers, etc. are free and may be upgraded.

- c) "Free" as referred to in these Technical Regulations shall mean be interpreted as "within the limitations imposed by the Motorsport UK Yearbook Regulations".
- d) Advertising on vehicles is subject to requirements set out in Motorsport UK Yearbook H29.1.2 & H29.1.3.

11.4.5 Competitors registering do so in the full knowledge that Organiser reserves the right to require the Eligibility Scrutineer to carry out, record and enforce eligibility checks which may include the sealing of component(s) for subsequent checking. The costs of such checking shall be borne by the CTCRC but the CTCRC shall not be liable for the costs of stripping or reassembly of vehicles after the checks have been carried out.

11.5 CHASSIS:

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

11.5.1 Towing eyes / straps

- a) Must be a contrasting colour to the surrounding area (usually either Day-Glo red or yellow) and must respect the requirements of Motorsport UK Yearbook Q.13.1.3.

11.6 BODYWORK AND DIMENSIONS:

11.6.1 General:

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

11.6.2 Interior:

- a) Floor carpets, under felt, sound deadening, headlining, front and rear parcel shelves, centre consoles, the front passenger and rear seats and trim in the boot/luggage compartment may be removed.
- b) It is permitted to carry out modifications on the window winders, instrument panel and all the driving controls. Additional instruments may be added.
- c) Driver's seat is free subject to Motorsport UK requirements. The driver must be located entirely to one side of the centre line of the car. Local modifications are permitted for the purposes of secure and safe mounting.
- d) The removal of the heater, heater controls and audio systems is permitted.
- e) Vehicles must be fitted with an interior rear-view mirror. The fitment of a wide-angle mirror is recommended.

11.6.3 Exterior:

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

and de-misting purposes so long as they do not impede the sight line between the competitor and the rear-view mirror and nor shall they impede the competitor's vision of flag signals, etc.

- h) The original mirrors may be removed but vehicles must be fitted with at least one externally mounted rear-view mirror in accordance with Motorsport UK Yearbook section Q.13.11.1.
- i) Roof mounted air vents are permitted.
- j) Rear diffusers are permitted.

11.6.5 **Ground Clearance:**

- a) Under no circumstance can any part of the bodywork or of the suspended part of the car be below a horizontal plane passing 40mm above the ground.
- b) Will be measured with the Driver on board (wearing his complete racing apparel),
- c) Will be measured with the vehicle and driver, including minimum Weight Ballast where applicable in the condition in which they cross the finish Line or at any other time during an Event and without the removal of any solid or fluid matter including fuel.
- d) Ride height will be measured on any reasonably flat surface as deemed by the Championship Eligibility Scrutineer or his nominated representative. In the event of any discrepancy the circuit designated flat patch will be used to make any final judgement.

11.7 **ENGINE:**

11.7.1 **General:**

Engines are free providing it was produced before 2011.

11.7.2 **Location:**

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

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

11.7.4 **Oil / Water Cooling:**

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

11.7.5 **Forced Induction Systems:**

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

11.7.6 **Exhaust Systems:**

- a) All cars must conform to the current Motorsport UK requirements as detailed in the Motorsport UK Yearbook J5.16.

- b) Side exit exhausts are permitted but must exit behind the midpoint of the wheel base. It is prohibited to pass any part of the exhaust system through the driver compartment.
- c) Exhaust manifolds and systems are free.

11.7.7 Ignition System:

The ignition system is free.

11.7.8 Fuel Delivery System:

- a) Fuel pumps, regulators, filters, type, position, and system are free, subject to compliance with Motorsport UK Yearbook requirements.
- b) 'Dry' sump oil systems are permitted.

11.7.9 Sealing:

- a) To allow for Scrutineers wire seals, every installed engine must have 1.6mm (1/16") holes drilled in readily accessible locations as follows: -
 - i. Sump: Cross drilled through two adjacent retaining screws or studs.
 - ii. Rocker/cam cover: Cross drilled through two adjacent retaining screws or studs.
 - iii. Turbo: Cross drilled through one retaining screw or stud fastening the compressor housing to the centre housing and the nearest retaining screw or stud to it fastening the turbine housing to the centre housing.
- b) Engines may be sealed at any time by a Licensed Eligibility Scrutineer and only by written permission in advance from the Championship Organisers or a Licensed Eligibility Scrutineer may seals be broken.

11.8 SUSPENSION:

- a) Suspension is free.

11.9 TRANSMISSIONS:

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

11.10 ELECTRICAL:

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

11.10.2 **Vehicle On-board Starter:** Engines are to be started at all times by the Vehicle on-board Starter except that the use of an external portable slave battery is permitted to aid start up only in the paddock, assembly area, pit lane and on the grid.

11.10.3 Battery:

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

11.10.4 Charging Circuit

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



11.10.5 Lights:

- a) All cars must be fitted with the following: -
 - i. A minimum of two forward facing main headlights.
 - ii. A minimum of two rear facing red taillights.
 - iii. A minimum of two rear facing red brake lights.
 - iv. A rear facing red high intensity fog light (or two where two are fitted as standard equipment by the vehicle manufacturer in question) Motorsport UK Yearbook, Section K5. applies.
- b) Brake lights detailed in Championship Regulation 11.10.5a.iii must be operated only by the brake pedal and without a delay.
- c) Fog lights detailed in Championship Regulation 11.10.5a. iv must not be operated by the brake pedal.
- d) It is not permitted to tint or paint the front or rear lighting units.
- e) All lights detailed in Regulation 11.10.5a. must be in working order throughout the entire Event and must be able to be switched on by the Driver when seated normally in the car.

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

11.11 BRAKES:

- a) Brake systems are free providing Championship Regulation 11.11b is respected.
- b) Carbon disks are prohibited.
- c) Ducting for cooling brakes or removing dust is permitted and holes may be made in inner wheel arches for the passage of brake ducts.

11.12 WHEELS/STEERING:

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

11.13 TYRES:

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

11.14 WEIGHTS:

11.14.1 No minimum weight

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

11.15 FUEL TANK/FUEL:

11.15.1. Types:

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

11.15.2 Location:

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

11.15.3 Fuel:




- a) A Motorsport UK approved additive is permitted.
- b) Refuelling is not permitted during qualifying, on the starting grid or during a race.

11.16 SILENCING:

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

11.17 NUMBERS AND CHAMPIONSHIP DECALS:

- a) Only competition numbers allocated by the Championship 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-obsured 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	Top of rear windscreen
Series Sponsor Sun strip	Edmundson Electrical	Top of front windscreen
Series Sponsor logos (if required - TBC)	LAP / Revolution wheels Toyo Tires	One on each side of the car (front wing, rear door, or rear quarter)
BARC Logo		One on each side of the car (front wing, rear door, or rear quarter)
Class Letter (40mm Black lettering)	e.g., 88 A	One on each CTCRC number background adjacent to race numbers

- c) Decals shall be fitted as issued. They may not be cut or otherwise defaced or deformed without prior approval from the Championship Organisers.
- d) Non-Championship approved decals such as, but not restricted to, other clubs and other championship/series decals are not to be displayed on vehicles. These should be removed or covered up.
- e) Points will ONLY be awarded to competitors correctly displaying the required decals.
- f) One set of Decals may be obtained from the CTCRC nominated supplier free of charge. A charge will be levied for any extra decals required.
- g) 11.7e & f are only applicable to current fully paid up, Racing members of the Championship.

12. TECHNICAL REGULATIONS – SUPER TOURER CHALLENGE

12.1 GENERAL DESCRIPTION.

Eligible Cars:

The Super Tourer Series is open to genuine Touring cars in original livery and to original specification with period history that raced in major national and international races from 1993 to 2006 of which the model was built to FIA technical regulations for Super Touring and FIA S2000. An Invitation class exists for cars that do not comply with the regulations. But are historically significant, may be considered. Eligibility Registrar's decision is final on acceptance of an eligible car. All cars must have either a current FIA Historic Technical Passport or an HSCC Vehicle Identification Form.

Class Structure of the Super Tourer Challenge

Class TC1 - 2 litre n/a Super Touring Cars 1996 - 2000

Class TC2 - 2 litre n/a Touring Cars 1991 - 1995

Class TC3 - FIA S2000 cars pre 2006 and invited 2 litre n/a BTC cars

Class W - Weekend Member and invited guest

A Weekend member/guest will not receive points, podium recognition nor trophies.

12.2 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

All vehicles must comply with their FIA Homologation papers for the Class entered. It is a requirement for the FIA Homologation Papers for the car to be presented if required -

12.3 CHASSIS/BODYSHELL:

To the car's original FIA period specification

Minimum Ground Clearance. Classes TC1, TC2, TC3 At no time during the event may the lowest point of the front aerodynamic device (splitter / spoiler) be situated less than 45mm from the ground.

12.4 ENGINE:

TC classes as in period have an 8500-rev limit. Post-race, engine data must be provided if requested by the series or assistant. Failure to comply may result in a penalty

It is a requirement on ST classes to fit a second crank trigger (details and sensor available from Dave Jarman at TCRE) and a 12v bat feed in a suitable location for the fitment of the series data logger for rev limit checks. Series Data loggers can be fitted to any competitor's car for any period of time throughout the season. Any infringement of 8500rpm rule will result in disqualification from the results.

12.4.1 Engines

No Modification permitted to the car's original FIA period specification. Flywheel and Clutch are free.

12.4.2 Oil/Water cooling

To the car's original FIA period specification

12.4.3 Induction systems

To the car's original FIA period specification

12.4.4 Exhaust systems

To the car's original FIA period specification

12.4.5 Ignition systems

To the car's original FIA period specification

12.4.6 Fuel delivery systems

To the car's original FIA period specification



12.5 SUSPENSION:

To the car's original FIA period specification.

12.6 TRANSMISSION:

To the car's original FIA period specification.

12.7 ELECTRICS:

To the car's original FIA period specification

12.7.1 Exterior lighting

Front and rear lights to be operative. Brake lights to be operative.

12.7.2 Rear fog light

Compulsory and must comply with Motorsport UK Yearbook (K5).

12.7.3 Batteries

The location of the battery is free. If located in the passenger compartment it must be securely mounted and totally enclosed in a liquid proof box to the satisfaction of the scrutineers.

12.7.4 Generators

The dynamo or alternator is free; whichever is fitted must be in working order and connected so as to charge the car's electrical system in the normal way.

12.8 BRAKES:

To the cars original FIA period specification

12.9 WHEELS/STEERING:

To the car's original FIA period specification

12.10 TYRES

Free

12.11 DATA LOGGING

The use of data loggers that record Data for post-race analysis is accepted. The use of linked data performance loggers that supply real time information in cockpit is not permitted.

12.12 NUMBERS AND CHAMPIONSHIP DECALS:

There is no requirement to run any Championship decals.

13. TECHNICAL REGULATIONS – JAGUAR SALOONS & GTs

13.1 INTRODUCTION:

The following Technical Regulations are set out in accordance with the Motorsport UK specified format and it should be clearly understood that, if the following texts do not clearly specify that you can do it, you should work on the principle that you cannot.

13.2 GENERAL DESCRIPTION:

13.2.1 A high standard of presentation for competing cars is considered of paramount importance.

13.2.2 The Jaguar Saloon & GT Championship is for competitors participating in:

- a. Class A Fully Modified Saloon & GT cars, 12 cylinder naturally aspirated, 8 and 6 cylinder Supercharged saloon & GT cars.
- b. Class B Modified Saloons & GT, Modified 6, 8, and 12-cylinder saloon & GT cars.
- c. Class C Lightly Modified Saloon & GT, 6- and 8-cylinder saloon & GT cars.
- d. Class D Standard Saloon & GT cars, Standard 4 & 6-cylinder saloon & GT cars.
- e. Class W Weekend members/Guest Members

This class is to attract new Saloon, GT or Aston Martin DB7 contenders. Cars not quite meeting regulations laid out may be considered as long as the car proposed has no performance advantage over registered championship cars. This class requires prior approval from the CTCRC before acceptance. No Garlands, Awards, Trophies or Points will be awarded for this class.

Competitors are responsible for identifying the correct class for their vehicles and for ensuring that all relevant regulations for that class are adhered to.

13.2.3 Jaguar & Daimler Saloons & GT Cars:

Class A: 6-cylinder V8 & V12 steel & alloy bodied saloon & steel & alloy bodied GT cars, 'New' S Type & XF to be deemed the same model. 6 and 8 supercharged cars.

Class B: Modified steel and alloy bodied Saloon & steel bodied GT cars of up to 12 cylinders.

Class C: Modified/Standard steel & alloy bodied saloons and steel bodied GT cars up to 8 cylinders petrol and turbo diesel.

Class D: Standard steel and alloy bodied saloon & GT cars of no more than 6 cylinders.

XJ6 S1, 2 & 3, XJ40, X300 6-cylinder, X Type petrol & turbo diesel, X350 and S Type turbo diesel / petrol 6-cylinder and XJS 6-cylinder.

Class W: Cars referred in 13.2.2.(e)

Classes A-D: Model hereafter shall mean the same body shell type, shape and size. XJ6 Series 1,2,3 & XJ Coupe cars will be deemed the same model. Jaguar "Old" S Type & 420 cars to be deemed the same model. XJ40 & X300 cars will be deemed the same model. Notwithstanding the above those variants of the same model class to retain their original suspension and axle configuration. Cars may be brought up to any series production specification FOR THAT MODEL, unless otherwise stated.

13.3 SAFETY REQUIREMENTS:

13.3.1 The Articles of Motorsport UK Safety Criteria Regulations as specified in section (Q13.1.4) of the Technical Regulations will apply.

13.3.2 Additionally, a red warning light conforming to K5 must be fitted.

13.3.3 Any fire extinguishers must conform with K3.

13.3.4 Competitors' attention is drawn to the general safety recommendations contained in K14.

13.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

The broad principle of the class structure is that:

- | | |
|---------|--|
| Class A | Primarily for manual 6 and 8 supercharged cars and 12-cylinder cars. (v12 cars fitted with flat heads and / or multiple throttle bodies / cars will fall into this class |
| Class B | Allows rather more modifications for NA 6, 8 and 12 cylinder cars. (v12 cars fitted with OEM inlet manifold for model can run in this class |
| Class C | Allows limited modification |
| Class D | Is based on factory production specification with very little modification permitted. |

13.5 CHASSIS:

Lightening or reducing the chassis is prohibited. Strengthening in the interest of safety is recommended. Seam welding is permitted. Underbody/Subframe to remain based on standard. Must retain original dimensions, pick up and mounting points although strengthening is allowed. The vehicle is to be robust and structurally corrosion free. Vehicles will be subject to inspection.

All Classes - Ground clearance must be a minimum of 90mm excluding the exhaust system along the centre line of the car from front to rear.

13.6 BODYWORK:

Modifications Permitted General:

Class A B & C – Provided no loss to structural integrity Boot floor may be removed (Boot well only). Apertures for cooling/airflow purposes may be added to inner front wings subject to a total surface area of 0.1 sq. metres. Unstressed interior panels may be drilled subject to no loss of structural integrity. Undertrays & Rear Diffusers not permitted.

Class D - Inner wings and inner bodywork must be retained in their entirety. Driver's seat crossmember may be modified to aid fitment of non-standard seat. Headlamp pods may be modified to aid cooling/airflow.

3.6.1 Bodywork – Interior:

All Classes - Interior trim, headlining and centre console may be removed. Passenger seat may be removed.

All Classes may remove interior door panels and side trim.

Class A: Dashboard, dash top & surround may be replaced with fabricated equipment.

Classes B & C: Dashboard may be altered but dash top & surround must remain as original.

Class D: If interior door panels are removed, they must be replaced with an alloy or plastic panelling. Dashboard and dash top must remain as original but additional instruments are permitted.

All Classes: As per Motorsport UK requirements - all apertures between passenger compartment, fuel tank and engine bay must be adequately sealed. Floor mats MUST be removed. Central locking MUST be immobilised.

Cruise control systems, radio, cigar lighter, clock/ trip computer MAY be removed. Redundant wiring circuits MAY be removed. Instrumentation and switchgear additional to standard MAY be fitted to the centre console and areas vacated by the radio, clock or trip computer.

13.6.2 Bodywork – Exterior

Class A, B and C: Front Inner wings may be modified to accommodate mechanical changes. Cars may replace rear, side windows & screen with alternate material in accordance with Motorsport UK regulations. Perspex is not permitted. Any bolt on panels may be manufactured from alternative materials (permitted in Motorsport UK regulations). NB: external profile must mirror production in plan and profile. Lightweight bonnet, front wings, Boot lid & Doors permitted.



Class D: AJ engine saloons & GT cars all body panels must be steel and to Jaguar specification. These may not be cut away, drilled or altered on outer section in any way except where specifically permitted. Glass to be retained, the composition of which is to be in accordance with Motorsport UK regulations. Bonnet & Boot inner frame may be removed but outer skin to remain unaltered.

All Classes:

Any part of the wheel arch pressing folded into the wheel arch may be modified (not removed); to give tyre clearance. Flaring wheel arches is prohibited.

Provision for ducting to brakes. may be made below front bumper or via an existing body orifice but may not project beyond body line. Unless otherwise stated Bumpers must be fitted in all classes and conform to original shape for model but may be plastic or metal over-riders may be removed. Finish may be chrome, silver, black or body colour.

Wheel trims, hub caps and detachable rear wheel spats must be removed.

A radiator grille must be fitted. Removal of alternate grille bars is allowed.

Chrome, glass and body fittings to be retained as original. Removal of exterior decorative strips is allowed. Fuel filler caps may be modified/re-sited. IRS cars may have an aperture to a maximum size of 6" x 6" in the boot floor above each brake calliper for the purpose of ducting the brakes.

All Classes Bonnet and boot lid hinges may be removed. Class A, B and C Lightweight bonnet/boot lid permitted with the exception of the driver's door internal door impact bars may be removed.

All Classes - Additional securing devices may be fitted.

All Classes – Bonnet Louvres are permitted up to 380mm x 22mm" maximum area on each side of the bonnet. They must be finished in body colour & protrude no higher than 20mm from the bonnet surface.

Classes A, B and C engine cars may add to the bonnet or raise the centreline/bulge by no more than 40mm above original centre line height. Air intakes may be added to aid clearance & air intake on a 'V' engine. Any of these modifications must be blended to form part of the bonnet.

All Classes Panel closures, gaps, lines and profiles must be as in original production cars, with the exception of rear bonnet closure. The rear of the bonnet may be raised to a maximum of 20mm. Fixed Boot Spoilers are permitted, subject to their vertical height from the lower edge of the boot lid not exceeding 365 mm, 4 headlamp conversions permitted. Inner headlamp may be removed. Grille and Headlamp surrounds must be retained. All headlamp glass must have tape cross over glass. With the exception of XK engine saloons original bumpers to be retained or may be replaced by bumper skirt kits, skirt & matching side skirt. (Any production or recognised aftermarket bumper and/or skirt assembly). Such kits must be fitted in their entirety, minimal modifications permitted for cooling purposes.

Removal of exterior decorative strips and bumper over-riders is permitted. All internal panel and sub-assemblies to remain as originally manufactured with the exception of strengthening if required.

13.6.3 Modifications Prohibited

General

Class D AJ engine saloon, GT cars & X & S Type:

Replacement of Panels with non-original material.

Reworking or modification to exterior bodywork but any part of the arch/wing pressing folded into the wheel arch may be deformed, but not removed to give clearance to tyres.

Interior

Perspex is not permitted.

Exterior

Perspex is not permitted.

Flaring wheel arches is prohibited.

Unless original equipment, undertrays and rear diffusers prohibited.



13.7 ENGINE:

13.7.1 Permitted Modifications All Classes:

- 13.7.1.1 All parts must be Jaguar/Daimler series original specification as fitted to standard production Jaguar/Daimler saloons & GT cars unless otherwise stated.
- 13.7.1.2 All Classes - Standard cubic capacity for the relevant engine Re-boring up to .065" (1.65 mm) permitted.
- 13.7.1.3 All Classes - May use any original production cylinder block for the particular series engine.
- 13.7.1.4 All Classes - Any original standard production cylinder head for that series of engine permitted.
- 13.7.1.5 Spark plugs must be original in number, size and position.
- 13.7.1.6 Cylinder Head gas flowing, and porting permitted.
- 13.7.1.7 Class D Any standard production camshaft permitted to original specification.
- 13.7.1.8 Class A, B and C and Camshafts free.
- 13.7.1.9 Class A, B and C Connecting rods and crankshafts free but original stroke and number of bearings to be retained.
- 13.7.1.10 Classes D - Pistons to standard production Jaguar specification.
Classes A, B and C Pistons free.
- 13.7.1.11 Classes A, B and C Valve sizes & springs free.
- 13.7.1.12 Camshaft cover breathers permitted.
- 13.7.1.13 Front wheel drive Jaguar 'X' Types may install a 2.5 or 3 Litre V6 engine.
- 13.7.1.14 Permitted Modifications – Maximum capacity limits, pre-re-bore allowance see 6.7.2:

Saloon 4-cylinder diesel engine cars	2179cc
Saloon XK engine 6 Cylinder cars	4235cc
Saloon & GT AJ6/AJ16 engine	3980cc
Saloon & GT V8 engine cars	4196cc
Saloon & GT V12 engine cars	5997cc
Saloon V6 petrol engine cars	2967cc
Saloon V6 diesel engine cars	3000 cc
- 13.7.2 Prohibited Modifications
- 13.7.3 Oil/Water Cooling
 - Dry sump systems are prohibited.
 - Cooling systems free but radiator must remain in original position & be plumbed in.
 - Anti-oil surge aids are permitted.
 - All Classes
 - Accusump safety sump system permitted.
 - Only one oil pump permitted.
 - Additional heat exchangers/coolers permitted within the bodywork. If located beneath the vehicle, they must not project beyond a line drawn at 45 degrees to horizontal inward from the bumper. Standard fan may be removed & electric cooling fans may be fitted.
 - Under bonnet air conditioning components may be removed.
 - Heater systems may be removed.
 - Modified oil coolers may be fitted.
- 13.7.5 Induction Systems Saloon and GT cars:



Class D AJ engine cars must retain standard Jaguar production inlet manifold.

Class C - XK engine fuel injected cars – Inlet manifold free and may use enlarged throttle body.

Class C - AJ engine fuel injected cars must retain standard Jaguar production inlet manifold but may use enlarged throttle body.

Classes C and D - Fuel injected cars are restricted to the same number of throttle bodies as production.

With the exception of diesel turbocharged cars, mechanical, forced induction, turbocharging, prohibited.

Class C – XK engine fuel injection cars - Inlet manifold free but restricted to 1 single throttle body.

Classes C V8 cars: retain standard based production inlet manifold but may enlarge throttle body.

Class B – 6, 8-cylinder cars: Inlet manifolds & throttle bodies free. 12-cylinder cars to retain the OEM inlet manifold

Class A – Inlet Manifolds free.

Class A – Super charged cars may use air to air charge cooling system

Supercharging only permitted on models super charged as standard from the Jaguar factory .

Super Charged cars using a non-standard super charger, will have a maximum permissible boost pressure of 15psi. Boost pressure is to be checked at a nominated dyno of the CTCRC.

The CTCRC reserve the right to lower non-standard type super charger boost pressure if required as a performance equaliser.

All Classes:

Air filters may be removed or substituted.

13.7.6 Exhaust Systems

Class D – Original exhaust manifold must remain. The System must exit from the rear of the car.

Class A B and C Exhaust manifold free. Side exhaust permitted but must exit to rearward of B pillar & centre of wheelbase.

13.7.7 Ignition Systems

Class D - Any standard Jaguar production ignition system permitted and must be the sole means of ignition timing advance/retard and distribution of the HT spark. Aftermarket spark triggering system adaptations permitted but must retain the original means of timing advance and distribution of the HT spark. Multiple coils permitted where this was standard fitment FOR THAT ENGINE.

Classes A, B and C Free.

13.7.8 Fuel Delivery Systems

Fuel pumps free.

Class D: XK Engine cars limited to 3 X 2-inch SU or standard factory fuel injection.

AJ6/AJ16 MUST use standard original injection system. Saloons must be fitted & use standard production air flow meter for that model. GT (XJS) may use standard pre '86 injection systems or post '86 air flow meter injection system. Jaguar X & S Type petrol engine cars to remain as standard in all aspects of injection & fuel delivery.

Class C: XK & V8 engine fuel injected cars may use aftermarket injection system (ECU) but limited to a single throttle body. Airflow meter may be removed. AJ6/AJ16 engine cars may use an aftermarket ECU

Jaguar X & S Types. Throttle bodies free. Aftermarket engine management systems permitted. Carburettor conversions permitted, subject to fitting within the body profile.

V8 & diesel engines cars. Aftermarket engine management systems permitted but must remain standard in aspects of airflow & fuel delivery.

Classes A and B, Aftermarket engine management systems permitted, throttle bodies free, carburettor conversions permitted.



13.7.9

Prohibited Modifications

Fly by wire throttle systems must remain standard in all functions.

Where fitted an aftermarket Fly by wire system there can be no variation between throttle pedal and throttle plate. For example, 5% throttle pedal equates to 5% open at the butterfly. The use of multiple throttle maps such as wet mapping is deemed an electronic driver aid and prohibited. Designs which allow specific points along the accelerator pedal range to be identified by the driver or assist him to hold a position are not permitted.

ECU logs can be requested at any time to verify this.

13.8 SUSPENSIONS:

13.8.1

Permitted Modifications

Classes B, C and D - Components must be original standard design original pick-up points and mountings may be strengthened. Subframes may be strengthened modified to provide additional camber adjustment.

Original suspension configuration to be retained., X350 may replace air suspension with coil over shocks.

Modified Panhard rods not permitted.

Shock absorbers, and springs may be upgraded.

Class D – Front Subframe: Front mounts may be replaced in polyurethane; Rear mounts must be metalastic as original. Radius arms must be retained & may be polyurethane bushed. -

Wishbone bush material must be non-metallic, - Anti-roll bars may be upgraded. Rear suspension anti tramp bar permitted.

Classes A, B and C – Subframe mounts, Front & Rear, may be solid. Mounting points may be modified and radius arms may be removed or replaced with brace bars.

Classes B, C and D - Rose joints only permitted on Antiroll bars, Roll Bar Links & drop links.

Live Axle Cars – The fitting of 2 additional radius arms alongside the original rear springs are permitted. - Wishbone bush material free.

Anti-roll bars free (Front & Rear).

Class A May strengthen front subframe. May discard rear sub frame/cage original suspension pickup points must remain as per original design in plan and location.

13.8.2

Prohibited Modifications

Classes C and D – Any additional suspension components are prohibited. Rose Joints prohibited except on AntiRoll Bar links.

All Classes - The use of Carbon Fibre or Kevlar suspension components is prohibited, with the exception of bushes.

13.9 TRANSMISSION:

Permitted Modifications

All Classes – Clutches are free.

Class D – Standard flywheel may be lightened. 4-wheel drive permitted on X Type models, if originally fitted.

Classes C - Flywheels free.

Any Jaguar production gear box (with or without overdrive) permitted.

Class A and B - Gearbox manufacturer free.

Automatic shift reprogram kits permitted & quick shift kits permitted on all Automatic cars.

Additional electronic modules may be fitted to Post '94 cars to overcome Body module & ECU problems when cars are changed from Automatic to manual transmission.

Prohibited Modifications



Traction control systems prohibited unless factory fitted.

Sequential & electronic paddle manual gearboxes prohibited.

No electronic control unless factory production fitted.

13.10 ELECTRICS:

Wiring Looms Free

Exterior Lighting

In accordance with Motorsport UK regulations, including the following:

Class D - All lighting as required to MOT standards.

Classes A, B and C – Main beam, rear lights, & brake lights.

13.10.1 Rear fog light to be fitted in accordance with current Motorsport UK regulations.

13.10.2 Batteries All classes - Battery relocation permitted.

13.10.3 Generators -Vehicle charging system must be operational.

13.11 BRAKES:

13.11.1 Permitted Modifications

All Classes

Servo systems free.

Pad material and brake fluid free.

Flexi brake hoses free.

Limiting valves may be fitted in rear brake lines.

XJ8, XK8, XJR6 & 2.7TD models may retain/use factory fitted braking systems, originally fitted to that model, including Brembo., subject to 6.11.2.

Class D – May upgrade brakes to any steel standard Jaguar production specification callipers. i.e. 2-pot fronts on XJ40, 4-pots on XJ6 S1. Vented discs may only be fitted where they were originally fitted to cars of that series.

Classes A, B and C – Vented discs may be fitted front & rear, inboard or outboard.

Discs may be drilled or grooved but MUST be steel. Brake balance & bias valves permitted.

Aftermarket brake callipers & steel discs may be fitted. i.e. AP, Willwood & Cooper craft. Class A – Discs free but MUST be steel.

13.11.2 Prohibited Modifications All Classes

With the exception of Brake Pads, the use of Carbon Fibre braking components is prohibited.

13.12 WHEELS/STEERING:

13.12.1 Permitted Modifications All Classes

Steering systems must remain standard for the relevant model.

Power steering may be disconnected &/or removed.

Steering wheels and columns are free.

Steering lock or lock plunger MUST be removed. Steering lock must not be able to operate.

Standard steering rack. Power steering may be disconnected. Steering column may be modified.

Rack mounting bushes free.

Wheels & Tyres must fit within standard wheel arches. Reshaping horizontal lip permitted.

Wheels must retain standard 5-stud fixing.



13.12.2 Prohibited Modifications

Wheels must remain within the bodywork.

13.12.3 Construction & Materials

n/a

13.12.4 Dimensions

Class D – Wheel size up to 9" rim width & up to 17" wheel diameter.

Class A, B and C – Wheel size up to 9" rim width & Up to 18" wheel diameter.

13.13 TYRES:

13.13.1 Specification

All Classes – Minimum aspect ratio 40%.

All Classes – Maximum width 245 mm.

13.13.2 Tyre Type

It is only permitted to use tyres complying with Regulation 13.13.1

Tyres must be listed by the tyre manufacturer as medium, or harder, for saloon car circuit applications. Soft compounds are not permitted.

No modification to tread pattern or tread depth by cutting is allowed.

Vehicles may only use tyres listed in Motorsport UK Yearbook Regulation L4 List 1A and L5 List 1B and List 1C.

Tyre tread depth must be above the 1.6mm legal limit prior to commencement of qualifying sessions or races.

13.13.3 The use of tyre heating/heat retention devices, tyre treatments & compounds is prohibited.

13.14 WEIGHTS:

In post- race trim, With Driver, Minimum weights:

Class D: For standard cars running OEM ECU or Carburation

Saloons	2.1 Litre – 3.0 Litre	1300 Kg
Saloon	2.7/3.ltr Turbo Diesel	1400 Kg
XK Engine Saloons		1420Kg
AJ Engine Saloons and GT 4.0		1400Kg
AJ Engine Saloons and GT 3.6		1380Kg
Saloon & GT	3.2 Litre – 3.8 Litre	1380 Kg
Saloon & GT	4.0 Litre – 4.2 Litre	1400 Kg

Class C: For cars with aftermarket ECU but retaining OEM inlet manifold. Also catering for cars fitted with early type XK engines these cars may run a weber type conversion or single throttle body fuel injection.

XK Engine Saloons	1350Kg
AJ Engine Saloons and GT 4.0	1350Kg

AJ Engine Saloons and GT 3.6	1330Kg
V8 saloon and GT 4.0	1350Kg
V8 saloon and GT 4.2	1370Kg
Turbo Diesel Saloon	1350Kg

Class B: Note V12 cars in the class may only use OEM inlet model for the vehicle. This class also caters for six-cylinder cars fitted with multiple throttle bodies.

XK Engine Saloons on multiple throttle bodies	1350Kg
AJ Engine Saloons and GT 4.0	1350Kg
AJ Engine Saloons and GT 3.6	1330Kg
V8 saloon and GT 4.0	1350Kg
V8 saloon and GT 4.2	1370Kg
GTs (XJS), XK saloons and AJ Engines on Carbs	1325Kg
V12 5.3 on standard inlet manifold for model	1375Kg
V12 6.0 On standard inlet manifold for mode	1400Kg

Class A: For V12 and Supercharged cars.

V Engine Saloon & GT 5.3	1375Kg
V Engine Saloon & GT 6 Litre	1400Kg
XJR Super Charged 6-cylinder 4 Litre	1400Kg
Saloon & GT V8 SC	1400Kg

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 6.14

13.14.1 Ballast

Ballast required achieving the minimum weight or success ballast as a performance equalisation measure must only be added inside the car on the front and/or rear passenger foot well.

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.

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.

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.

13.14.2 Success Ballast:

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.

The Technical Committee reserves the right to review the weight handicaps at any time during the Championship.

The success ballast handicap is carried in addition to the 'Base' weight.

Competitors will be informed by official bulletin of the amount of weight they must carry.

The maximum success ballast allocated shall be 150kg.

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.

13.15 FUEL TANK/FUEL:

13.15.1 Types

Fuel tanks are free.

13.15.2 Locations

Free within Motorsport UK Guidelines.




13.16 SILENCING:

13.16.1 All vehicles must be silenced to within Motorsport UK J5.17.

Specified levels for circuit racing and to any specific dB level advised in the final instructions of any particular meeting.

13.17 NUMBERS AND CHAMPIONSHIP DECALS:

- a) Only competition numbers allocated by the Championship 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	Top of rear windscreen
Series Sponsor Sun strip	Edmundson Electrical	Top of front windscreen
Series Sponsor logos (if required - TBC)	LAP / Revolution wheels Toyo Tires	One on each side of the car (front wing, rear door, or rear quarter)
BARC Logo		One on each side of the car (front wing, rear door, or rear quarter)
Class Letter (40mm Black lettering)	e.g., 88 A	One on each CTCRC number background adjacent to race numbers

- c) Decals shall be fitted as issued. They may not be cut or otherwise defaced or deformed without prior approval from the Championship Organisers.
- d) Non-Championship approved decals such as, but not restricted to, other clubs and other championship/series decals are not to be displayed on vehicles. These should be removed or covered up.
- e) Points will ONLY be awarded to competitors correctly displaying the required decals.
- f) One set of Decals may be obtained from the Championship nominated supplier free of charge. A charge will be levied for any extra decals required.
- g) 6.7e & f are only applicable to current fully paid up, Racing members of the Championship.

13.18 REGISTRATION FORM



Registration / Membership online.



A socially-minded standard of behaviour is expected from everyone within the motorsport community.

By participating in a Motorsport UK event in any capacity you agree to follow the values of the Respect Code:

Motorsportuk.org/racewithrespect
#RaceWithRespect

The Values

- **Respect**
- **Fair play**
- **Integrity**
- **Good Manners**
- **Self-Control**

I pledge to #RaceWithRespect and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants.
- Always behave with integrity and uphold fairness in the sport; play my part in keeping the sport safe through my actions
- Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or other status
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow competitors, volunteers, as well as fans and supporters
- Respect the rules, regulations and authority of the officials and Motorsport UK

Any breach of these obligations may result in disciplinary action.