

Castle Combe Saloon Car Championship Regulations 2024 Draft COPY



INTRODUCTION

This very successful Championship based at Castle Combe Circuit continues to have stability of regulations and its big attraction is the wide diversity of eligible cars all capable of being competitive. The Championship is eligible for 2-wheel drive production saloons of any age. There will be 4 main classes (A to D) from which any class can provide the outright Championship winner.

This championship is for vehicles that comply with Motorsport UK regulations **J**, **K** and **Q** (Technical) as relevant and as clarified in writing by the organisers.

The 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.

The Class Structure will be as follows: -

- Class A – Cars 2501cc to 3400cc
- Class B – cars 1801 cc to 2500cc
- Class C – cars 1501 cc to 1800cc
- Class D – cars Up to 1500 cc
- Class E – Invitation class

1. SPORTING REGULATIONS - GENERAL

1.1 TITLE & JURISDICTION:

The **2024** Castle Combe Production Saloon Car Championship is organised and administered by the Castle Combe Racing Club Ltd (herein after referred to as the organisers) in accordance with the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

The numbers in **bold** type reference the Motorsport UK current yearbook.

Commercial rights & Title of the championship are owned by Castle Combe Circuit Ltd.

Motorsport UK Championship Permit No **TBA**

Race Status: Interclub

Motorsport UK Championship Grade: D

1.2 OFFICIALS:

1.2.1 Championship Co-ordinator and Administrator:

Cat Dall'Occo

Castle Combe Circuit, Chippenham, Wiltshire, SN14 7EY

Tel: 01249 784160

E-mail: catd@ccracingclub.co.uk

Race Day Co-ordinator Matt Coyle

Email: Saloons@ccracingclub.co.uk

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1.2.2 Championship Eligibility Scrutineer:

John Wardle

Tel 07442 420113

Email: johnwardle17@gmail.com

1.2.3 Championship Stewards:

Ian Danaher, Richard Beard and Derek Gore

G 2.7. Championship Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved Championship regulations.

G 2.7.1. Championship Stewards are also empowered to consider any request from the Championship coordinator 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).

W 2.2.1. 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 Coordinator 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**.

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.

1.3 COMPETITOR ELIGIBILITY:

1.3.1 Entrants must:

- (a) be fully paid-up valid membership card holding members of the CC Racing Club.
and
- (b) be Registered for the Championship
and
- (c) be in possession of a valid Motorsport UK Entrants Licences.

1.3.2 Drivers and Entrant/Drivers must:

- (a) be current members of the CC Racing Club
and
- (b) be Registered for the Championship
and
- (c) be in possession of valid Competition (Racing) Club status Licence, as a minimum (unless **Q11.6** applies)
- (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 (H26.2 and FIA ISC 2.3.7b 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

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education to participate in motor sport without the prior written approval of their education establishment.

- 1.3.3. A Team is a commercial race company or racing team hosting drivers in providing race services or covered accommodation in the Championship and receiving financial gain where the principal is not also the PG Entrant licence holder. This includes the use of team names, team sticker kits and team race suits/clothing.

A Team shall at all times uphold and respect the provisions of the Code, the General Regulations and these Championship Regulations as may be amended from time to time and shall; -

- (a) hold a valid Motorsport UK Entrant licence.
- (b) have at least £5 million Public Liability Insurance.
- (c) uphold the values of the Respect Code and all applicable Motorsport UK policies and guidance.
- (d) act in a professional manner at all times and not act or permit any member of the Team to act in such a manner as to bring motor sport, the Championship or Motorsport UK or any its officers and officials into disrespect.
- (e) adhere to the Motorsport UK Safeguarding Policies and guidance documents, complete Safeguarding training when required and ensure that any person undertaking Regulated Activity is the holder of a valid DBS certificate supplied through Motorsport UK.
- (f) adhere to the General Regulations in respect of anti-alcohol and illicit drugs as well as Motorsport UK processes for anti-alcohol and illicit drugs testing.
- (g) nominate one member of their Team as the Team Representative at each meeting including but not exclusively for the purpose of all judicial proceedings at Events and who shall be present at all judicial proceedings concerning drivers entered under that Team licence in substitution for the driver Parent/Legal Guardian.

- 1.3.3.1 It is recommended the Team has:

- (a) a designated team member as a 1st 4Sport, Level 2 qualified coach; -
- (b) a designated UKAD Certified Advisor, and
- (c) be responsible for carrying out and documenting a risk assessment of their activities; (risk assessment management tool available).

1.4 REGISTRATION:

- 1.4.1 All competitors must register for the Championship by completing the Registration Form prior to the closing date for entries for the first round being entered.

<https://www.ccracingclub.co.uk/championships/registration/>

When submitting the Championship registration, it must be accompanied with a colour photo of the car taken at a $\frac{3}{4}$ front angle perspective.

- 1.4.2 No Registration Fee is payable.

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

- 1.4.4 Acceptance or rejection of registration is entirely at the discretion of the organisers and promoters.

- 1.4.5 Once registered race entries can be completed online.

<http://castlecombe.prosolvehosting.co.uk/>

Sign on must be completed online by 5pm on the Wednesday before an event.

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A photo of the race licence should be uploaded to the RevUp system or sent to the secretary, with the original carried at all events as random checks may be carried out.

1.5 CHAMPIONSHIP ROUNDS:

1.5.1 The 2024 Castle Combe Championship will be contested over **12** Rounds as follows:

Date	Venue	Organising Club	Grade
Monday 1 st April (DH)	Castle Combe	CCRC	Interclub
Monday 6 th May (DH)	Castle Combe	CCRC	Interclub
Sunday 16 th June (DH)	Castle Combe	CCRC	Interclub
Saturday 3 rd August (DH)	Castle Combe	CCRC	Interclub
Monday 26 th August (DH)	Castle Combe	CCRC	Interclub
Saturday 5 th October (DH)	Castle Combe	CCRC	Interclub

1.5.2 Qualifying will be of 15 minutes duration and individual races of 15 laps. The grid for second race will be formed using the second fastest time from qualifying.

1.5.3 The Organisers will endeavour to re arrange a cancelled round at another CCRC event, if this is not possible a further away round at a different venue ma be arranged where all Championship Regulations will apply. (**D11.2.** will apply).

1.5.4 The entry fee for each Double Header Event will be £380.

1.6 SCORING:

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

Points per Round/Class: -

If 3 starters or more: -

1st 10 points, 2nd 8 points, 3rd 7 points, 4th 6 points, 5th 5points, 6th 4 points, 7th 3 points, 8th 2 points, 9th 1point

If 2 starters 1st 9 points, 2nd 7 points

If 1 starter 1st 7 points

Plus, one point will be awarded to the driver(s) setting the fastest lap in each class.

If more than one driver sets the same fastest lap then each shall receive the additional point irrespective of classification in the results.

Competitors in Class E (Invitation Class) will not score points and for the purposes of points scoring will be ignored.

1.6.1.1 Any judicial disqualifications irrespective of reason are to be counted as part of the total of rounds.

1.6.2 The highest totals from 10 rounds out of 12 will determine final Championship positions, for the avoidance of doubt a round not attended can count to the total of 10.

1.6.3 Ties shall be resolved using the formula in **(W)1.3.4,**

1.6.4. Where the race distance has been reduced (2.6.) it shall still count as a full points scoring round.

1.6.5. Vehicles not complying with these Regulations, and which have been prepared sympathetically to the spirit of the championship, may, under extenuating circumstances, be allowed to run in Class E, for one race only and only once in a season.

1.6.6 Championship Regulation 1.6.5 will be subject to the Championship Organisers approval.

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- 1.6.7 Any approval may be withdrawn at any time by the Championship Organisers.
- 1.6.8 Class E competitors are not eligible for: -
- i. Podium recognition
 - ii. Championship award / trophies
 - iii. Championship points.
- 1.6.9 Vehicles running in Class E shall comply with the eligibility criteria as prescribed in Championship Regulation 1.3, with the exception of 1.3.1 (a & b) and 1.3.2 (a & b) as appropriate.

1.7 AWARDS:

- 1.7.1 All awards are to be provided by the Castle Combe Racing Club
- 1.7.2 Per Round: -Trophies to 1st, 2nd and 3rd in classes A, B, C and D subject to number of starters which is as follows : -
- 1st place trophy only if there are 3 or less starters.
 - 1st & 2nd place trophies if there are 4 starters.
 - 1st, 2nd & 3rd place trophies if there are 5 or more starters.
- 1.7.3 Championship:
- Overall Championship: -
- Trophies to 1st, 2nd and 3rd in every class.
 - Trophies to 1st, 2nd and 3rd overall irrespective of class.
- BONUSES: -
- The organisers/sponsors/promoters reserve the right to provide additional awards for and during the Championship.
- 1.7.4 Presentations:
- Trophies will be presented to Class winners at the end of every race if possible. Other trophies will be presented on race day if possible. Should prize money be available it will be posted to entrants within 10 days of the results of every round being declared final. End of season championship awards will be presented at the Castle Combe Racing Club Annual Awards Evening (date and location to be announced via Championship bulletin). To be eligible for end of season championship points and awards competitors must have entered at least 4 rounds of the championship.
- 1.7.5 Entertainment Tax Liability:

In accordance with current government legislation, the Castle Combe Racing Club Ltd. 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 payments made to non-resident entertainers and sportsmen/women.

That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or Eire. This means that, as the organiser, the Castle Combe Racing Club Ltd. 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: -

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HMRC Personal Tax International, Foreign Entertainers Unit, St John's House, Merton Road, Liverpool L75 1BB. Tel: 0151 472 6488.

1.7.6 Title to all Trophies:

In the event of any Provisional Results or Championship Tables being revised after any provisional presentations and such revisions affect the distribution of any awards the Competitors concerned must return such awards to the Castle Combe Racing Club in good condition within 7 days.

(2) CHAMPIONSHIP EVENT MEETINGS & RACE PROCEDURES

(2.1) ENTRIES:

2.1.1 Competitors are responsible for supplying correct and complete entries with the correct entry fees prior to the entry closing date, which shall be 7 days before each round.

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. The date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Meeting receives the missing or corrected information or fee.

2.1.3 Any withdrawal of Entry or Driver/Car changes made after the acceptance of any entry must be notified to the Secretary of the Meeting in writing. If Driver/Vehicle changes are made after publication of Entry Lists with Final Instructions the competitor concerned must apply for approval.

2.1.4 The Maximum entry fee for every round shall be as stipulated in the Supplementary Regulations plus any late entry surcharge imposed by the club.

2.1.5 Reserves will be listed in the final list of entries published with the final instructions or in a bulletin. All Reserves will practice and replace withdrawn or retired entries in Reserve Number order irrespective of class. If Reserves are given Grid Places prior to issue of the first Grid Sheets for any round the times set in Practice shall determine their grid positions. If Reserves are given places after publication of the grid sheet and prior to cars being collected in the Official "Assembly Areas" they will be placed at the rear of the Grid and be started without any time delay. Otherwise, they will be held in the Pit lane and be released to start the race after the last car to start the GREEN FLAG LAP or last car to take the start has passed the pit lane exit. Such approval to start MUST be obtained from the Clerk of the Course.

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. **(Q)4.5** applies.

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)5.4)** in addition article 1.6.4 above applies.

2.5 STARTS:

All cars will form up as specified on the grid sheet in the assembly area.

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-

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The minimum countdown procedures/audible warning sequence shall be:

1 minute to start of Green Flag formation lap - Start Engines/Clear Grid.

30 Seconds - to the start of Green Flag formation lap.

Cars will then be released behind the Parade Car for the green flag lap.

All cars will then form a 2 x 2 grid for a STANDING START.

A five second board will be used to indicate the grid is complete.

The red lights will be switched on five seconds after the board is withdrawn.

When red lights are extinguished, the race will commence.

2.5.3 Any cars removed from the grid after the 1-minute stage or driven into the pits on the Green Flag formation lap shall be held in the pit lane. They may start the race after the last car to take the start from the grid has passed the pit lane exit.

2.5.4 Any drivers unable to start the Green Flag lap or start are required to indicate their situation as per **Q.12.11.2**. In addition, any driver unable to maintain grid positions 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 a starting lights failure the starter will revert to use of the National flag.

2.5.6 Excessive weaving to warm-up tyres using more than 50% of the track width and falling back in order to accelerate and practice starts during the formation lap, is prohibited.

2.5.7 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited on the grid.

2.6 SESSION RED FLAG

2.6.1 Should the need arise to stop any race, RED LIGHTS will be switched on and RED FLAGS will be displayed at the start line and at all Marshals Signalling Points around the circuit.

2.6.2 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 Post 14 Flag point and follow marshals' instructions, this area will automatically become a Parc Fermé area.

2.6.3 Cars may not enter the Pits unless directed to do so. Work on cars already in the Pits must cease when a race is stopped.

2.6.4 Case A – Less than two laps completed by the race leader.

The Race will be null and void. The race will restart from the original grid positions. Competitors unable to take the restart may be replaced by reserves who will start at the back of the grid in reserve order. Gaps on the grid should not be closed up. The Clerk of the Course will determine the length of the restarted race.

2.6.5 Case B – More than two laps completed by the race leader but less than 75%

The Race will restart from the grid set out in the finishing order of part one **Q.12.15.2**. The result of the race will be the finishing order at the end of part 2. The Clerk of the Course will determine the length of the restarted race.

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- 2.6.6 If the leader has completed more than 75% of the race distance or duration it shall not be re-started and the results will be declared in accordance with **Q.12.15.4**, unless the Clerk of the Course, in consultation with the Stewards deem it appropriate to restart the race.

2.7 PITS, PADDOCK& PITLANE SAFETY:

- 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.

- 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 due care and drive at minimum speeds in pit lanes.

- 2.7.3 Refuelling:

May only be carried out in accordance with **Q.12.25.1/2/3**.

SR's & or Final Instructions will be issued for each Meeting.

- 2.7.4 The Pit Lane Speed limit is 60km/37mph; any transgression may result in a drive through penalty.

2.8 RACE FINISHES:

After taking the Chequered Flag drivers are required to:

- I. progressively and safely slow down
- II. remain behind any competitors ahead of them, **NO OVERTAKING**
- III. return to the Pit Lane Entrance/Paddock Entrance as instructed,
- IV. comply with any directions given by Marshals or Officials
- V. keep their helmets on and harnesses done up while on the circuit or in the pit lane

2.9 RESULTS:

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

2.10 TIMING MODULES:

- 2.10.1 All competitors will be required to fit Transponders to their cars for the purposes of accurate timing.

- 2.10.2 Holders for these and detailed fitting instructions will be issued with the transponders and it will be the responsibility of the competitor to fit these in the car in the position and manner specified.

- 2.10.3 The Modules must be in place and functioning correctly for all Championship qualifying practice sessions and races.

- 2.10.4 The setting and servicing of these items must only be carried out by properly authorised Motorsport UK licenced Timekeepers.

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2.10.5 Competitors will be charged by the timing company for replacement of the Modules due to misuse or loss at any time during the season.

2.10.6 Competitors may not place electronic timing equipment within five metres of the official Start / Finish or any other official timing lines at any event or test session/day. Any such equipment placed within these zones will be removed.

2.11 QUALIFICATION RACES:

In the event of the need for any qualification races, the procedures will be as published in the Final Instructions for the events concerned.

2.12 OPERATION OF SAFETY CAR:

The Safety car will be brought into operation at any time during practice, qualifying or race sessions and run in accordance with Section **Q, Appendix 3** of the Motorsport UK General Regulations.

2.13 ONBOARD CAMERAS MOTORSPORT UK Current Yearbook Section **(J)5.21** applies.

2.13.1 Mandatory fitting of a camera in every car.

2.13.2 It must be installed in a position which will give a 'driver's eye' view that should include, the steering wheel, show the track ahead of the vehicle with a field vision of approx. 100 degrees and some of the nearside view out of the nearside passenger window.

2.13.3 The competitor must supply the camera.

2.13.4 The camera must be of an agreed specification, capable of recording in High Definition and, at a minimum, must be able to record the Qualifying/Practice session and the Race (Both at a Double-Header meeting).

2.13.5 The recording must be easily downloadable onto a remote viewing device in Race Control (for example, laptop computer, etc.) via an accepted protocol such as USB connection or SD card.

2.13.6 The camera mounting must comply with the requirements of the MOTORSPORT UK Current Yearbook. It must be a mechanical means of attachment sufficiently robust to withstand anticipated stresses and vibration and must not present any sharp edges or projections in the vicinity of the driver's body or helmet.

2.13.7 The onus is on the competitor to ensure that the camera is switched on prior to leaving the assembly area and recording for the full duration of any official free practice, qualification session and race. The camera must not be switched off until the car is released from Parc Fermé.

2.13.8 For any camera that is not switched on during the occasions detailed in Championship Regulation 2.13.7, the Competitor may incur a fine or other penalty for each and every offence.

2.13.9 Failure to supply recordings to the Clerk of Course when requested, may incur a fine or other penalty.

2.13.10 The memory card/method of footage storage belonging to the competitor may be removed by the organisers and marked with an appropriate seal and/or number and the recorded footage copied for use in broadcast, or any other area deemed appropriate by the Championship organiser.

2.13.11 The Championship Eligibility Scrutineer or their representative will be the only person allowed to retrieve the footage from the recording equipment. No competitor or any other person should retrieve or view the footage whilst in Parc Fermé. The evidence from the in-car footage will be considered as a 'Judge of Fact', in accordance with **Section C, Judicial**, and **Part 3, Appendix 4** of MOTORSPORT UK Current Yearbook Regulations.

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- 2.13.12 All commercial regulations imposed by the Circuit and/or Organiser must be adhered to. It is the competitor's responsibility to ensure that they comply with specific circuit and Organisers Regulations concerning the recording of race footage.

3 Specific Championship Regulations

- 3.1 By registering for the Championship all competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code.

- 3.1.1. 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.

- 3.1.2 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 to Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at www.motorsportuk.org/resource-centre by selecting Policies and Guidelines

- 3.1.3 **Track Limits as per current Motorsport UK regulations.**

- 3.1.3.1 **Any competitor who exceeds the limit of the track should only rejoin when safe to do so and without gaining an advantage. Any competitor who is deemed to have gained an advantage, or repeatedly exceeds the track limits may be penalised by way of a 'Drive Through' or 'Stop / Go' penalty. (Q)12.26 applies.**

4.0 Specific Championship Penalties

- 4.1 Infringement Of Technical Regulations

- 4.1.1 Arising from post practice Scrutineering or Judicial Action.

Minimum Penalty: The provisions of **(C)3.3**.

- 4.1.2 Arising from post-race Scrutineering or Judicial Action:

Minimum Penalty: The provisions of **(C)3.5.1 (a) and (b)**.

- 4.2 For infringement deemed to be of a more serious nature the Clerk of the Course and/or Stewards of the Meeting are to invoke the provisions of **(C)3.5.1(c)**.

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5 TECHNICAL REGULATIONS

5.1 Introduction:

5.1.1 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.

5.1.2 Regulations that have changed in substance from the Castle Combe Saloon Car Championship 2023 Technical Regulations are identified by being underlined, highlighted in yellow with a vertical rule in the margin.

5.1.3 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 as a result will be regarded as a breach of these Technical Regulations and may be penalised as described in section 4

5.1.4 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.

5.1.5 The onus is on the Entrant to provide documentation, acceptable to the Organisers, to support the compliance of any part of the vehicle with these Regulations.

5.1.6 The Organisers reserve the right to exclude any vehicle, which, in their opinion, does not comply with the spirit of the Regulation and or the appearance, and presentation of the car is not of a standard acceptable to the Championship Organisers.

5.2 **GENERAL DESCRIPTION**

5.2.1 The Castle Combe Saloon Car Championship is for competitors driving Two Wheel Drive Saloon Cars and Coupes listed in THE ELIGIBLE VEHICLE LIST on page 26 of this document. (Which may be added to in writing at any time by the Organisers), which are prepared and raced in compliance with these Championship Regulations and segregated into four classes.

5.2.1.1 Presentation

5.2.1.1.1 At the commencement of each free practice, qualifying session or race, all 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 that do not meet this requirement from taking part.

5.2.1.1.2 Presentation of a vehicle for scrutineering will be deemed as a declaration by the Competitor that the vehicle is eligible for that event.

5.2.2 Eligible Vehicles

5.2.2.1 The Castle Combe Saloon Car Championship is for models of vehicle: -

5.2.2.1.1 As listed in Parkers On- Line Car Guides, (<https://www.parkers.co.uk/car-specs>)

5.2.2.1.2 Available through a manufacturer's authorised dealership in the United Kingdom.

5.2.2.1.3 Such other source CCRC Organisers shall nominate.

5.2.2.1.4 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.

5.2.2.1.5 The responsibility to prove eligibility is that of the Competitor at all times. For clarification of a Competitor, refer to the MOTORSPORT UK Current Yearbook Section (B)

5.2.2.1.6 Cars not complying with these regulations may under extenuating circumstances be eligible, subject to Championship Organisers approval.

5.2.2.1.7 The Championship Organisers in conjunction with a Licensed Eligibility Scrutineer shall determine matters as to the eligibility and the implementation which may involve

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photographing any part of the vehicle and performing electrical diagnostics at the Scrutineer's discretion.

5.2.2.2 GREY IMPORTS are prohibited.

5.2.2.3 The production version of a vehicle must have been fitted with rear seats.

5.2.2.4 Four Wheel Drive Vehicles are prohibited.

5.2.2.5 Applications for vehicles not on the list of eligible vehicles must be made in writing to the Championship Organisers.

5.2.3 Technical Queries:

5.2.3.1 Any matter affecting Technical Regulations must be put in writing to the Championship Eligibility Scrutineer, as any claim to have received clarifications or rulings on the Regulations must be substantiated by the production, on demand, of written confirmation of such rulings.

5.2.3.2 To permit a ruling to be made in advance of any meeting at which it is intended to compete. Technical Queries must be referred to the Eligibility Scrutineer at least seven days prior to the event entered,

5.2.4 Class Structure

Class A – Cars 2501cc to 3400cc

Class B – cars 1801 cc to 2500cc

Class C – cars 1501 cc to 1800cc

Class D – cars Up to 1500 cc

Class E - Invitation class

5.2.4.1 Class E:

5.2.4.1.1 Vehicles not complying with these Regulations, and which have been prepared sympathetically to the spirit of the championship, may, under extenuating circumstances, be allowed to run in Class E, for one race only and only once in a season.

5.2.4.1.2 Regulation 5.2.4.1.1 will be subject to the Championship Organisers approval.

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

5.2.4.1.4 Class E competitors are not eligible for: -

i. Podium recognition

ii. Championship award / trophies

iii. Championship points.

5.2.5 The following rules will also be applied:

5.2.5.1 Forced induction engines are subject to an equivalency factor of 1.7:1

5.2.5.2 Normally aspirated rotary engines are subject to an equivalency factor of 1.7:1

5.2.5.5 Rotary engines with forced induction are subject to an equivalency factor of 2.6:1

5.2.6 Examination of Vehicles

5.2.6.1 The organisers (in addition to any other powers they may have under these Regulations) reserve the right before or after any race in the Championship to designate any one or more of the competing cars for special eligibility scrutineering. Upon such election being made the competitor shall immediately place the car under the control of the Organisers and be deemed to have permitted all such scrutineering, examination and testing as the Organisers may responsibly require undertaking.

5.2.6.2 The costs of such checking shall be borne by the Championship Organisers, but the Championship Organisers 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 Current Yearbook

5.2.6.3 The organisers have the right to:

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- 5.2.6.3.1 Examine the car at the circuit for such period as they may reasonably require and take fuel samples.
- 5.2.6.3.2 Retain the car for detailed examination at premises chosen by the Organisers. If the Organisers elect to retain the car, they shall make it available for collection by the competitor at least seven days prior to the qualification session for the next race in the championship unless the car is found to be in breach of these regulations.
- 5.2.6.3.3 Seal the car and its components in such a manner as they may choose and require the competitor at their own expense to present the car at any other premises chosen by the organisers for detailed examination within a specified period and/or remove the car by transporter at no expense to the competitor to an appointed location. The competitor will be advised in writing of the time, date and location of the subsequent testing or eligibility examination.
- 5.2.6.4 The overseen stripping of the engine or any required component will be undertaken by the competitor and/or mechanic/technician nominated by the competitor.
- 5.2.6.5 The organisers reserve the right to re-inspect vehicles at any time during the course of the season, should there have been a regulation infringement or circuit incident.
- 5.2.6.6 Competitors will be personally and solely responsible for ensuring that their cars comply with their registration details and with these regulations for each event at which they are entered. Failure to comply in either respect will be a breach of these regulations.
- 5.2.6.7 **Any vehicle inspected following qualification or race and found to be in breach of these Regulations or a breach of the procedure surrounding these Regulations will be the subject of a report to the Clerk of the Course.**
- 5.2.6.8 **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. Resealing by a MOTORSPORT UK Licensed Scrutineer will take place after technical checks have been made at the next race meeting.**
- 5.2.6.9 **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 Current Regulations and these Championship Regulations.**

5.3 SAFETY REQUIREMENTS

- 5.3.1 General
- 5.3.1.1 All MOTORSPORT UK Current Yearbook, Section (K), Competitor Safety Criteria Regulations, apply as relevant unless stated herein.
- 5.3.2 Safety Roll Over Structure **(K)1 to (K)1.8 applies.**
- 5.3.2.1 All vehicles must be fitted with a safety roll cage as defined **in the MOTORSPORT UK Current Yearbook Section (K) to Appendix 2** (Drawing No. 3) with the addition of a diagonal brace (Upper mounting of the diagonal to be on the driver's side of the cage) (Drawing 5 or 6) is the minimum mandatory requirement.
- 5.3.2.2 The fitting of a door bar on the driver's side of the vehicle is mandatory.
- 5.3.2.3 Lateral bars across the A and B hoops MOTORSPORT UK Current Yearbook **(Drawing 9)** are strongly recommended.

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5.3.2.4 Interior fittings, trim and bodywork may be locally modified to allow fitting of the safety roll-over structure roll cage and any door bars.

5.3.2.5 The Roll Cage must incorporate a transverse rear harness bar, either with correct bobbins inserted or, for wraparound rear harness fixing be at the correct angle Championship Regulation 5.3.3.7 applies.

5.3.3 Seat Belts MOTORSPORT UK Current Yearbook Section **(K) 2.1.** applies.

5.3.3.1 Mandatory use of seat belts. MOTORSPORT UK Current Yearbook Regulation **(Q)19.13.2** applies.

5.3.3.2 Mandatory use of seat belts, with an FIA homologation **(Q) 13.10.2** applies.

5.3.3.3 Mandatory use of seat belts, with a minimum 'four point' configuration. Compliance with the MOTORSPORT UK Current Yearbook Regulations **(K) 2.1.2.** and **(Q).13.10.2** applies.

5.3.3.4 It is not permitted to have elasticated return facility on the shoulder straps of the harness. MOTORSPORT UK Current Yearbook Regulations **(K) 2.1.12.** applies.

5.3.4 Seat and Seat Mounting. MOTORSPORT UK Current Yearbook Regulation (K) 2.2 applies.

5.3.4.1 The Seat and Seat Mounting shall comply with the MOTORSPORT UK Current Yearbook Regulations **(K) 2.2** and **(K) 2.3**

5.3.5 Fire Extinguisher: MOTORSPORT UK Current Yearbook Regulation (K) 3 applies.

5.3.5.1 All vehicles must be equipped with a fire extinguisher. MOTORSPORT UK Current Yearbook Regulation **(Q) 13.10.7** applies.

5.3.5.2 During Events all extinguisher systems must be in the 'ARMED' condition (they must be capable of being operated without the removal of any safety device) at all times while competing or practicing, including post-event scrutineering.

5.3.5.3 Any Competitor that is found with a disarmed fire extinguisher in Parc Fermé for whatever reason will be penalised.

5.3.6 Main External Circuit Breaker: MOTORSPORT UK Current Yearbook Regulation **(K) 8** applies)

5.3.6.1 The triggering system location must be identified by a Red Spark on a White-edged Blue triangle (12cm base), with the 'On' and 'Off' positions and method of triggering (Push, Pull, or a Rotation direction indicated by an arrow) clearly marked. MOTORSPORT UK Current Yearbook Regulation **(K) 8.5** applies.

5.3.7 Towing Eyes MOTORSPORT UK Current Yearbook Regulation (Q)13.1.3 applies.

5.3.7.1 The fitting of towing eyes /straps front, and rear is mandatory. MOTORSPORT UK Current Yearbook Regulation **(Q) 13.1.3** applies.

5.3.7.2 It is strongly recommended that all cars must, wherever possible, be equipped with a configuration and specification of towing eyes as detailed in MOTORSPORT UK Current Yearbook Regulation **(Q)13.1.3.b**

5.4 GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS

5.4.1 All vehicles must comply with MOTORSPORT UK Current General Technical Regulations and the relevant parts of Sections J & Q of the MOTORSPORT UK Current Yearbook except where specified below.

5.4.2 Unless specifically authorised in these Regulations, the use, substitution of, and/or addition of any parts, or materials, is prohibited.

5.4.3 Welding or repair materials may be added, manufacturers, or other approved, replacement parts may be fitted for the sole purpose of restoring the vehicle to the manufac-

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turers standard specification or to comply with the safety requirements of these Regulations.

- 5.4.4 For the avoidance of doubt, 'model' shall mean a vehicle of the same body shell shape, size, specification and silhouette.
- 5.4.5 Fixing components such as nuts, screws, washers, lock washers; spring washers, etc. are free and may be upgraded.
- 5.4.6 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
- 5.4.7 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.
- 5.4.8 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.
- 5.4.9 "Free" as referred to in these Technical Regulations shall mean be interpreted as "within the limitations imposed by the MOTORSPORT UK Current Yearbook Regulations".

5.5 CHASSIS

- 5.5.1 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 detailed in Championship Regulations 5.5.5 to 5.5.10 inclusive.
- 5.5.2 The addition of chassis material or strengthening of chassis, or chassis members, is prohibited except as detailed in Championship Regulation 5.5.6
- 5.5.3 Lightening or reducing of chassis, or chassis member strength, is prohibited.
- 5.5.4 Approved materials may be fitted for the sole purpose of restoring the vehicle to the manufacturer's standard specification or to comply with the safety requirements of these regulations.
- 5.5.5 Seam welding is permitted.
- 5.5.6 Additional strengthening locally at roll bar mountings is permitted.
- 5.5.7 It is permitted to fit a front upper strut toe bar.
- 5.5.8 It is permitted to fit a brace between the front lower wishbone mounts.
- 5.5.9 It is not permitted to have the brace detailed in Regulation 5.5.8 to be adjustable in length to facilitate camber change.
- 5.5.10 It is permitted to fit a strut brace between the rear shock absorber mountings in the boot area or the interior of the car.
- 5.5.11 It is not permitted to modify the inner wings within the engine compartment or the interior including the boot area except as defined in Championship Regulations.
- 5.5.12 It is permitted to remove plastic dirt shields or wing liners.

5.6 BODYWORK

- 5.6.1 Modifications Permitted
 - 5.6.1.1 General
 - 5.6.1.1.1 All bodywork and panels must be complete, standard in shape, silhouette and to their original specifications except for a minimum of other materials used for repair purposes.
 - 5.6.1.1.2 Welding or repair materials may be added; manufacturers, or other approved replacement parts may be fitted for the sole purpose of restoring the vehicle to the manufacturer's standard specification or to comply with the safety requirements of these regulations.
 - 5.6.1.1.3 It is only permitted to make holes in panels for the passage of cables, fuel, water, oil, hydraulic, instrument or fire extinguisher lines.
 - 5.6.1.1.4 All redundant holes in bulkheads must be covered with a non - flammable material.

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5.6.1.2 Interior

5.6.1.2.1 Floor carpets, under felt, sound deadening, headlining, front and rear parcel shelves, rear quarter trims, centre consoles, the front passenger and rear seats and trim in the boot/luggage compartment may be removed.

5.6.1.2.2 Door trims must be retained. It is permitted to replace standard door trims with an alternative material. (Aluminum or Kevlar) panel.

5.6.1.2.3 It is permitted to carry out modifications on the window winders, instrument panels and all driving controls.

5.6.1.2.4 If plastic windscreen, side screens or rear windows are fitted the thickness **must comply with the requirements of MOTORSPORT UK Current Yearbook Regulation (J)5.20.8**

5.6.1.2.5 The driver when seated must be able to operate the driver's side door window if required. If fitted with Polycarbonate or non-toughened glass windows **MOTORSPORT UK Current Yearbook Regulation (J)5.20** applies, there must be a hole for ventilation or communication next to the driver, this may be either a round hole or sliding type hatch with a minimum opening of 15 x 15cm.

5.6.1.2.6 The windscreen and both driver and passengers side windows must remain clear.

5.6.1.2.7 Where a manufacturer produces a windscreen or side window with a top tint or slight tint, the glass must pass 75% of the available light (this is to be checked with a suitable light meter).

5.6.1.2.8 The requirements of Championship Regulation 5.6.1.2.7 does not affect the coloured sun strip.

5.6.1.2.9 It is permitted to add additional instruments.

5.6.1.2.10 The driver's seat is free providing Championship Regulation 5.3.4 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.

5.6.1.2.11 The removal of the heater or air conditioning system together with their associated controls is permitted.

5.6.1.2.12 The removal of the audio system is permitted.

5.6.1.2.13 The original dashboard may be retained or replaced with one of alternative material.

5.6.1.2.14 **Vehicles must be fitted with an interior rear-view mirror. The fitment of a wide-angle mirror is recommended.**

5.6.1.3 Exterior

5.6.1.3.1 It is permitted to raise the rear edge of the engine cover (bonnet) by a maximum of 25mm from its original position.

5.6.1.3.2 **The standard engine bay cover (bonnet) locking mechanism must be disabled.**

5.6.1.3.3 **It must be possible to open the rear boot lid/tailgate from the outside of the vehicle without the use of a key or tool.**

5.6.1.3.4 Additional slots / louvers or holes up to a maximum combined area of 300 cm², are permitted in the engine cover (bonnet) to provide additional airflow to the engine bay.

5.6.1.3.5 It is permitted to lighten the boot lid/tailgate, bonnet and doors.

5.6.1.3.6 **At all times** the boot lid/tailgate, bonnet and doors must function safely.

5.6.1.3.7 Sunroofs where fitted must comply with MOTORSPORT UK Current Yearbook Regulation **(Q)13.10.6.**

5.6.1.4 Silhouette

5.6.1.4.1 Bodywork must be complete and standard in shape, silhouette and plan view. Except as detailed within these Championship Regulations.

5.6.1.4.2 The material and its thickness on all exterior surfaces, unless detailed otherwise in Championship Regulations shall be as originally supplied by the manufacturer.

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- 5.6.1.4.2 The wheel arches may be extended by fitting wheel arch extensions of alternative material.
- 5.6.1.5 Ground Clearance
- 5.6.1.5.1 See 5.6.2.5
- 5.6.2 Modifications Prohibited
- 5.6.2.1 General
- 5.6.2.1.1 Replacement of panels with non-original material is prohibited.
- 5.6.2.2 Interior
- 5.6.2.2.1 Nothing identified.
- 5.6.2.3 Exterior
- 5.6.2.3.1 It is not permitted to increase the size of the arc of the wheel arch at its outermost point.
- 5.6.2.3.2 It is not permitted to have nonstandard gaps between the wing and the edges of the engine cover (bonnet) when in the normal closed position.
- 5.6.2.3.3 Where the original car is fitted with bonnet vents exceeding 300cm², the area of the vent may not be increased and must remain as originally fitted, no additional ventilation is permitted other than as detailed in Championship Regulation 5.6.1.3.8
- 5.6.2.3.4 The fitment of tape, sealant or addition of any material of any type to close body gaps (e.g. bonnet to wing) is prohibited.
- 5.6.2.4 Silhouette
- 5.6.2.4.1 Where wheel arches are extended by fitting wheel arch extensions of alternative material, the extension must not be part of side skirts unless originally fitted by the manufacturer and must not exceed 75mm from the line of the original wing or body sill.
- 5.6.2.5 Ground Clearance:
- 5.6.2.5.1 No part of the bodywork or the suspended part of the car, excluding exhausts and brake ducting may be below a horizontal plane passing 75mm above the ground.
- 5.6.2.5.2 Will be measured with the Driver on board, in the normal seated position and wearing his/her complete racing apparel.
- 5.6.2.5.3 Will be measured with the vehicle and driver, including minimum Weight Ballast if 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.
- 5.6.2.5.4 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.
- BODYSHELL-
- 5.6.3.1 It is permitted to fit bodywork and panels from other variants of the production version of the model of the car entered, providing the variant is listed in Championship Regulation 6.5.
For example.
- a. It is permitted for the aluminum doors from a 1.6 VW Lupo to be fitted to a 1.4 VW Lupo.
- b. It is not permitted for the carbon fibre roof from a BMW M3 to be fitted to a BMW 320.
- 5.6.3.2 Manufacturers after market and motorsport type body kits are specifically **not** permitted.

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- 5.6.3.3 Roof scoops are permitted **with maximum dimensions of** 40cm x 40cm x 7cm high.
- 5.6.3.4 Where parts of the vehicles (other than the sunroof) were non-metallic as supplied by the manufacturer they must be retained as original.
- 5.6.3.5 It is permissible to trim the lower edges of the bumpers within the limitations of 5.6.1.4.1
- 5.6.3.6 It is permitted to cut holes in the front bumper panel. The total area for the hole or holes must not exceed. 200 cm²
- 5.6.3.7 Where the front slam panel is originally welded to the inner wing or any part of the body shell it must remain in its original location.
- 5.6.3.8 A minimum of modification **to bodywork** will be permitted to accommodate air intake boxes, filters, and exhausts.
- 5.6.3.9 The only aerodynamic devices permitted are those that are either factory fitted options or are offered as an aftermarket option approved by the manufacturer through its dealer network for that model of car.

5.7 ENGINE.

- 5.7.1 Permitted Modifications
 - 5.7.1.1 Over-boring is permitted up to maximum capacity of the Class entered.
 - 5.7.1.2 All internal modifications are free, except as detailed in Championship Regulation 5.7.2
- 5.7.2 Prohibited Modifications
 - 5.7.2.1 For all classes the cylinder block and cylinder head must be the same as originally fitted to that make and model.
 - 5.7.2.2 No change of stroke is permitted.
- 5.7.3 Location
 - 5.7.3.1 The engine must be located in the original position.
- 5.7.4 Oil/Water Cooling
 - 5.7.4.1 Oil Lubrication Systems
 - 5.7.4.1.1 Are free except as detailed in Championship Regulations 5.7.4.1.2 and 5.7.4.1.3.
 - 5.7.4.1.2 Dry sump oil lubrication systems are not permitted.
 - 5.7.4.1.3 The fitting of an additional oil cooler is permitted provided it is located within the periphery of the bodywork.
 - 5.7.4.2 Water Cooling System
 - 5.7.4.2.1 The cooling system and the water pump must be as originally fitted by the manufacturer. It is permitted to modify the system to facilitate the installation of items as detailed in Championship Regulations 5.7.4.2.2 and 5.7.4.2.3.
 - 5.7.4.2.2 Additional water pumps are permitted.
 - 5.7.4.2.3 The cooling fan is radiator are free.
 - 5.7.4.2.4 The cooling radiator is free provided it remains located within the periphery of the bodywork.
- 5.7.5 Induction Systems
 - 5.7.5.1 In all classes, forced induction is only permitted on engines of the make and model of cars, to which it was fitted as standard.
 - 5.7.5.2 The fitting of an intercooler is permitted provided it is located within the periphery of the bodywork.

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- 5.7.6 Exhaust Systems
- 5.7.6.1 All cars built after 31/12/1999 must be fitted with a **fully working** Catalytic Converter see MOTORSPORT UK Current Yearbook Regulation (J) **5.16.7**
- 5.7.6.2 **The exhaust system, downstream of the manifold is free provided that MOTORSPORT UK Current Yearbook Regulations and Championship Regulation 5.7.6.1 are respected.**
- 5.7.6.3 **The exhaust system, downstream of the catalytic converter is free provided that MOTORSPORT UK Current Yearbook Regulations and Championship Regulation 5.7.6.1 are respected.**
- 5.7.7 Ignition System
- 5.7.7.1 Free
- 5.7.8 Fuel Delivery Systems
- 5.7.8.1 Free
- 5.7.9 Seals
- 5.7.9.1 To allow for Scrutineer's 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 head bolt: 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.**
- 5.7.9.2 **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.**
- 5.7.9.3 Failure to comply with the requirements of Championship Regulation 5.7.9.1 will render the engine ineligible.
- 5.8 SUSPENSIONS**
- 5.8.1 Permitted Modifications
- 5.8.1.1 Substitution of the shock absorbers/coil springs/torsion bars by up rated versions permitted.
- 5.8.1.2 McPherson strut mountings make and type are free but must locate to the original mountings.
- 5.8.1.3 Adjustable top mounts are permitted.
- 5.8.1.4 The fitting of shock absorber / Dampers with remote or external fluid reservoirs is permitted.
- 5.8.1.5 To achieve a change in camber/castor the lower inner mounting points of the suspension track control arm or lower wishbone may be repositioned by a maximum of 13mm.
- 5.8.1.6 Alternatively the track control arm, upper or lower wishbone (but not both) may be lengthened or shortened by a maximum of 13mm.
- 5.8.1.7 Rear shock absorber upper mountings may be reinforced within the limits of the bodywork but the upper shock absorber mounting must remain within 25mm of its original position.
- 5.8.1.8 The fitting of an additional or up rated front and or rear anti-roll bar is permitted but no part of the roll bar or its mountings or linkage may protrude into the engine bay, boot, or interior of the car.
- 5.8.1.9 Up rated or Poly type replacement bushes may be fitted specifically as detailed in Championship Regulations 5.8.1.10 to 5.8.1.11 inclusive.
- 5.8.1.10 Replacement of a rubber or poly type suspension joint by a spherical type bearing is

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permitted.

5.8.1.11 It is permitted to fit Spherical type bearings in place of an original rubber or bonded bush. It must be fitted to the original component without modification (ie track control arm or wishbone).

5.8.1.12 It is not permitted to use a Spherical type of bearing as a replacement for conventional ball joints as fitted to track rod ends or upper or lower wishbones to suspension upright, this installation must not provide any other method of adjustments other than in Championship Regulation 5.12.4.2.

5.8.2 Prohibited Modifications.

5.8.2.1 It is not permitted to cut and weld or modify in any way (other than the above) the sub frame, axle, or trailing arm mounting to achieve camber changes.

5.9 TRANSMISSIONS

5.9.1 Permitted Modifications

5.9.1.1 The original casings of the gearbox and final drive must be retained in their original locations.

5.9.1.2 The internals of the gearbox and final drive are free.

5.9.1.3 A limited slip or torque-biasing differential is permitted.

5.9.1.4 Any other form of mechanical, electrical, or hydraulic traction control other than that detailed in Championship Regulation 5.9.1.3 is only permitted if supplied as an original fitment or option to that model.

5.9.2 Prohibited Modifications

5.9.2.1 The fitting and or use of a semi-automatic, self-changing and or sequential selection gear box is prohibited unless a factory or OE fitment.

5.9.3 Transmission & Drive Ratios

5.9.3.1 No more than the original number of gear ratios are permitted.

5.9.3.2 Reverse gear must be retained as one of the gear ratios and must be operable Driver when seated normally in the car.

5.10 ELECTRICS

5.10.1 Exterior Lighting

5.10.1.1 Exterior lights as detailed in Championship Regulations 5.10 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.

5.10.1.2 All cars must be fitted with the following: -

5.10.1.2.1 A minimum of two forward facing main headlights.

5.10.1.2.2 A minimum of two rear facing red taillights.

5.10.1.2.3 A minimum of two rear facing red brake lights. MOTORSPORT UK Current Yearbook Regulation (Q) 13.9.3 applies.

5.10.1.2.4 A rear facing red high intensity fog light (or two where two are fitted as standard equipment by the vehicle manufacturer in question) Championship Regulation 5.10.2.1 applies.

5.10.1.3 Lights detailed in Championship Regulation 5.10.1.2.3 must be operated only by the brake pedal and without a delay.

5.10.1.4 Lights detailed in Championship Regulation 5.10.1.2.4 must not be operated by the brake pedal.

5.10.1.5 It is permitted to remove auxiliary lighting, for example: - front fog lights.

5.10.2 Rear Fog Light

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- 5.10.2.1 A red warning light (or two where two are fitted as standard equipment by the vehicle manufacturer in question) must be fitted and working for use in poor visibility. MOTORSPORT UK Current Yearbook Section (K)5 applies.
- 5.10.3 Battery:
- 5.10.3.1 **The battery and starter motor must be capable of performing a number of repetitive starts.**
- 5.10.3.2 **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.**
- 5.10.3.2 **The battery make and type is free within MOTORSPORT UK Current Yearbook Regulations (J) 5.14.1 to (J) 5.14.7 applies.**
- 5.10.3.3 The battery position and orientation is free within MOTORSPORT UK Current Yearbook Regulations, (J) 5.14.1 to (J) 5.14.7 applies.
- 5.10.4 Charging systems
- 5.10.4.1 **Use of the 12-volt (nominal) 'standard' system is compulsory.**
- 5.10.4.2 The charging system must be functioning. and operational at all times whilst the engine is running.
- 5.10.5 An operative front windscreen wiper must be fitted and in full working order throughout the entire Event. MOTORSPORT UK Current Yearbook Regulation (Q) 13.11.3. applies.
- 5.10.6 Single windscreen wipers systems are permitted.
- 5.11 BRAKES**
- 5.11.1 Permitted Modifications
- 5.11.1.1 Brakes are free, **except as detailed in Championship Regulation 5.11.2.2**
- 5.11.1.2 ABS is permitted if fitted as original equipment or option on that **specific model of** car.
- 5.11.1.3 Foot pedals including clutch, brake and throttle are free.
- 5.11.1.4 **Master** Cylinders may be located within the drivers compartment but reservoirs must be isolated from the drivers compartment and any hoses must be of metal, Aeroquip or similar with screw type unions.
- 5.11.1.5 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 overriders).
- 5.11.1.6 Where manufacturers provide 'knock-out' panels in bumpers for auxiliary lights these may be removed and used for ducting for brake cooling.
- 5.11.2 Prohibited Modifications
- 5.11.2.1 It is prohibited to cut holes into the bodywork of the car for the purposes of fitting brake cooling ducting except where Championship Regulation 5.11.1.6 applies.
- 5.11.2.2 Carbon fibre or Carbon Metallic brake discs are prohibited.
- 5.12 WHEELS / STEERING**
- 5.12.1 Permitted Options.
- 5.12.1.1 Road wheels type is free.
- 5.12.1.2 Road wheels must be fastened to their hubs by the original number of studs/bolts.
- 5.12.1.3 It is permitted to fit one-piece wheel spacers up to a maximum of 25mm.
- 5.12.1.4 The steering rack / box must remain original and in original location.
- 5.12.1.5 The internals of the steering gear are free.
- 5.12.1.6 Fitted power steering systems are free.
- 5.12.1.7 The steering column and any safety features such as collapsible sections must remain as standard and be located by suitable fittings.

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5.12.1.8 **Where vehicles are fitted with a steering lock, this should be rendered inoperative, unless the vehicle is driven to the circuit on the public highway.**

5.12.1.9 The steering wheel is free subject to compliance with MOTORSPORT UK Current Yearbook Regulation **(J)5.7**

5.12.1.10 Any steering wheel quick release system or any extension must be fit for purpose and comply with MOTORSPORT UK Current Yearbook Regulation **(J)5.7**

5.12.1.11 **Where a quick release system is fitted, the steering wheel must be replaced in its correct position when the vehicle is left unoccupied.**

5.12.1.12 Electronic body roll or yaw control can only be used if it is a factory fitted option for that make and model of car.

Prohibited Options

5.12.2.1. It is prohibited to attach road wheels using a single nut center fixing, unless fitted as standard.

5.12.3 Construction & Material

5.12.3.1 Road wheel material is free.

5.12.4 Dimensions

5.12.4.1 The bodywork of the vehicle so as to comply with MOTORSPORT UK Current Yearbook Regulation **(J)5.20.7** must cover the wheel and tyre combination.

5.12.4.2 The wheelbase and Track must remain as standard except for the effects of the permitted adjustments in camber/castor and the permitted wheel spacers.

5.13 TYRES

5.13.1 Specification

5.13.1.1 Cars competing in all classes may only use Road Tyres, which are "E" marked compliant with MOTORSPORT UK Current Yearbook Section **(L)**.

5.13.1.2 Any MOTORSPORT UK Current Yearbook List **1A**, **1B** or **1C** tyre is permitted.

5.13.1.3 No alteration to the tyre from the manufacturer's specification is permitted.

5.13.1.4 Re-cutting, re-grooving or in any other way modifying the tread pattern is not permitted.

5.13.1.5 All the manufacturer's data must be clearly visible. Buffing of sidewalls to remove data is prohibited.

5.13.1.6 **Tyres must always comply with MOT standards in every respect.**

5.13.1.7 **Tyres must at all times retain a minimum tread depth of 1.6mm across the centre three quarters of the tyre width.**

5.13.2 The use of tyre heating/heat retention devices, tyre treatments and compounds are prohibited,

5.13.3 The use of compound softening fluids is prohibited.

5.14 WEIGHTS

5.14.1 Minimum Weight: There are no minimum weights applicable.

5.15 FUEL TANK/FUEL

5.15.1 Type

5.15.1.1 The fuel tank construction is free subject to compliance with MOTORSPORT UK Current Yearbook Requirements.

5.15.1.2 **"Standard" fuel tanks may be retained. Additional baffles and/or filling with safety foam is permitted.**

5.15.1.3 **A racing type safety fuel cell may be used. MOTORSPORT UK Current Yearbook Regulation **(K)4** applies.**

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- 5.15.1.4 Fuel Tank capacity is free.
- 5.15.2 Location
- 5.15.2.1 The fuel tank/cell may be located anywhere to the rear of the driver's seat, subject to compliance with MOTORSPORT UK Current Yearbook Requirements (Q)13.1.1 applies.
- 5.15.3 Fuel
- 5.15.3.1 Only "Pump Fuel" (petrol, LPG or Diesel) as defined by MOTORSPORT UK Yearbook **Section (B) Nomenclature and Definitions, Pump Fuel section (a) and Appendix 1:** Tables must be used.
- 5.15.3.2 Refueling is not permitted during qualifying, on the starting grid or during a race.
- 5.15.4. All cars MUST be equipped with a dry break facility to enable a fuel sample to be taken. MOTORSPORT UK Current Yearbook Regulation (J)5.13.7 applies.
- 5.15.5 At the end of practice, qualifying or race there must be at least 3 litres of fuel available from the competing car for analysis if required.
- 5.16 SILENCING**
- 5.16.1 Silencers are free.
- 5.16.2 All vehicles must be silenced to the requirements of MOTORSPORT UK Current Yearbook Regulation (J)5.17 Appendix 1 Chart 5.18 Section 'A' (105dBA at ¾ rpm at 0.5m).
- 5.16.3 The noise level produced by the vehicle measured at the location specified in the Track License (Approximately 16m from the racing line), or any other similar position determined by the Organisers, must not be exceeded.
- 5.16.4 It is the Competitor's responsibility at all times to ensure the car meets obligatory current MOTORSPORT UK Current Yearbook Regulation (J).5.17. For testing, qualifying or race. Current MOTORSPORT UK maximum level is 105 dBA (see MOTORSPORT UK Current Yearbook Appendix 1, Chart 5.18)
- 5.17 NUMBERS AND CHAMPIONSHIP DECALS**
- 5.17.1 **Position**
- 5.17.1.1 Competition numbers must conform to MOTORSPORT UK Current Yearbook Regulations (J)4 or (Q)11.4 or (Q)11.5
- 5.17.1.2 Competition numbers must be displayed in positions acceptable to the Timekeepers.
- 5.17.1.3 Only competition numbers allocated by the Championship Organisers are to be displayed.
- 5.17.1.4 Competition numbers must remain as allocated until the end of the season.
- 5.17.1.5 The Castle Combe Racing Club and any sponsors or promoters decals are required to be displayed in an un-obscured position on. both sides of the car. Failure to comply may result in a fine or points deduction.
- 5.17.1.6 The Championship Organisers will provide the Castle Combe Racing Club and sponsors decals, whereas Entrants are responsible for supplying numbers and backgrounds.
- 5.17.1.7 Competitors will make available space on the car for sponsor's stickers and class identification, which may also include sun-strips
- 5.17.1.8 Driver's surnames must be displayed centrally on each rear quarter window. The letters for the Drivers name to be in **WHITE** and must be to a uniformed size and style of Helvetica bold with 90 mm cap height with the initial letter in upper case capitals followed by lower case, for example: - Smith.
- 5.17.2 **Suppliers**
- 5.17.2.1 The Championship Organisers will provide the Castle Combe Racing Club and sponsors decals,

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- 5.17.2.2 Entrants are responsible for supplying numbers and backgrounds.
- 5.17.2.3 Points will ONLY be awarded to competitors correctly displaying the required decals.

6 APPENDICES

The Following Commercial Undertakings are not subject to the Judicial Procedures of either the Championship Stewards and / or the MOTORSPORT UK / MSC.

6.1 RACE ORGANISING CLUB AND CONTACTS

6.1.1

Title	Name	Contact Details
Championship Administrator/ Coordinator	Cat Dall’Occo	Combe Racing Club Ltd, Combe Circuit Chippenham, Wiltshire, SN14 Tel: 01249 784160 email: catd@ccracingclub.co.uk
Technical Eligibility Scrutineer	John Wardle	Tel: 07442420113 email: johnwardle17@gmail.com

6.2 COMMERCIAL UNDERTAKINGS

6.2.1 Vehicle Presentation

6.2.1.1 The presentation of the car is fundamental to the profile of the championship its sponsors and its audience. Therefore, in considering whether to permit any car to race, at any point during the season, the **Championship Organisers** will regard as paramount the presentation of the car.

6.2.1.2 In taking into account its appearance inherent in which is the standard of its presentation (including interior) they may exclude any car, which they consider may prejudice the reputation of the championship/series or is otherwise unacceptable.

6.2.1.2 **Additionally the Championship Organisers will exclude any car where it is** presented at a race event bearing accident damage sustained at a previous event and which has not been subject to the completion of a full and proper repair.

6.2.2 Advertising / Glass

6.2.2.1 All glass areas must remain clear and unobstructed by decals/advertising or any other obstruction unless these regulations specify different or are approved by the Castle Combe Racing Club.

6.2.2.2 The only exception to Championship Regulation 6.2.2.1 being the rear side windows that should have the drivers’ surname clearly displayed **and competition numbers, if applicable, see Championship Regulation 5.17**

6.2.2.3 All surfaces, which have not been claimed for stickers by the Championship, it’s sponsors or used for the application of starting numbers, are free for use. The Championship organisers must approve conflicting sponsor’s stickers in advance and the position, size and colours, (if approved) will be at the discretion of the Championship organisers.

6.3 TRADE SUPPORT VEHICLE DECALS & OVERHALL PATCHES

6.3.1 The organisers reserve the right to obtain support sponsorship for the championship, usually by means of product for competitors. To qualify, this may require fixing support sponsors’ logos on either side of the car.

6.4 PROMOTIONAL ACTIVITIES



6.4.1 Drivers may be required to participate in promotional activities at certain race meetings.

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6.5 EIGIBLE VEHICLES

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**Castle Combe Saloon Car Championship-
 ELIGIBLE VEHICLES**

MAKE	MODELS
Abarth	500, 595, 695, Grande, Punto, Punto Evo
Alfa Romeo	145, 146,147, 156, 159, 166, GT, Brera, Mito, Giulietta
Audi	A1, A2, A3, A4, A5, A6, TT Coupe
BMW	1,2, 3, 4 (excl all M3 models), and 5 Series, Mini(Cooper+Cooper S One,JCW,Countryman,Pace- man,Clubman)
Cadillac	BLS
Chevrolet	Kalos, Lacetti, Aveo, Cruze, Spark, Matiz, Epica
Chrysler	Neon, Sebring ,Ypsilon,Delta,PT Cruiser
Citroen	Saxo, Xsara, C1, C2, C3, C4, C5, Xantia, DS3 & DS4
Dacia	Sandero, Logan MCV
Daewoo	Kalos, Lanos, Lacetti, Leganza
Daihatsu	Charade, Sirion,YRV
Fiat	500, Panda, Brava, Bravo, Grand Punto, Punto, Stilo, Coupe, Sedici, Idea, Croma
Ford	Cougar, Fiesta, Focus MK1 RS (2 litre only)(excl 2.5T ST and RS), Ka, Mondeo, Puma
Honda	Accord, Civic, Jazz, Integra R, CR-Z, Logo
Hyundai	Getz, Accent, i10, i20,i30,i40 Coupe, Veloster, Genesis
Infinity	Q50
Jaguar	XE,EF
Kia	Rio, Cerato, C'eed, Picanto , Mentor, Optima
Lexus	IS, GS, CT
Mazda	2, 3, 6(exci MPS), Demino, 323, 626, R-X8
Mercedes	A Class (Excluding the A45 AMG), B Class and C Class (excl the C63 AMG),E- Class
MG	ZR, ZS, ZT, MG3 and MG6
Mitsubishi	Carisma, Colt, Lancer, Mirage
Nissan	Almera, Micra, Primera, Pixo, Maxima, 200SX , Pulsar, Note
Peugeot	1007,106,107, 108, 206, 207, 208, 306, 307, 308, 508, 3008, 406, 407, RCZ
Proton	Satria GTi, Persona, Gen 2, Satria Neo
Renault	Clio, Laguna, Megane, Twingo
Rover	Mini, 25, 45, 75, City Rover
Saab	9-3, 9-5
Seat	Cordoba, Ibiza, Toledo, Leon, Altea, Arosa , Mii
Skoda	Fabia, Octavia, Citygo , Rapid
Subaru	Legacy, BRZ, Impreza - 2wd only
Suzuki	Swift, Ignis, Liana, Baleno, Alto, Splash
Toyota	Corolla, Celica Coupe, Avensis, Yaris, Auris, Aygo, iQ, Prius, GT86
Vauxhall	Astra, Corsa, Omega, Vectra, Insignia , Adam
VW	Fox, Lupo, Golf, Polo '94 on, Bora, Jetta, Scirocco, Beetle, Passat , Up, CC
Volvo	S40, S60, V40, V50, C30 (excl all 2.5T models)



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 safety through your 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.