



2024 Castle Combe GT Championship Regulations

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INTRODUCTION

The Castle Combe GT Championship where variety and freedom sets the Championship apart. Virtually any **Saloon Car, Sports Car, GT Car, Silhouette, Kit Car or Touring Car** can race competitively for the Championship in one of 6 classes with the outright Championship being able to be won from classes A-F. The 2024 Championship will comprise 12 rounds. The regs permit a 2-driver entry which enables a car to be shared while still giving each of those drivers a chance to win the championship outright.

Sports Racing Cars & Sports Prototypes and road going derivatives thereof will not be eligible to participate, ie Radicals, Lolas, ADRs, Nemesis, Jades etc.

CLASS STRUCTURE AT A GLANCE (further details in Section 5.2): -

- A. MODIFIED Over 3550cc Sports, GTs, GT3, GT4 & Kit Cars**
- B. MODIFIED 2001cc to 3550cc Sports, GTs, GT3, GT4 & Kit Cars**
- C. MODIFIED 1601cc to 2,000cc Sports, GTs, GT3, GT4 & Kit Cars**
- D. LIGHTWEIGHT over 1,400cc**
- E. 4 SEATER any engine size**
- F. SILHOUETTE any engine size**
- G. INVITATION Any car built in the spirit of this GT Championship that does not comply with Classes A to F will only be allowed to race at the Organisers' discretion.**

N.B. Coefficient for engines with forced induction including Hybrids is 1.7:1

Exceptionally for Rotary engines with forced induction the coefficient will be 2.6:1

Normally aspirated Rotary engines will have applied a coefficient of 1.7:1



The 2024 Castle Combe GT Championship is organised and administered by the Castle Combe Racing Club 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 yearbook.

Castle Combe Circuit Ltd owns commercial rights of the championship.

Motorsport UK Championship Permit No: **CH2024/RO71**

Race Status: Interclub

Motorsport UK Championship Grade D

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1.2 OFFICIALS

1.2.1 Championship Coordinator 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 Louis Davidson gts@ccracingclub.co.uk

1.2.2 ELIGIBILITY SCRUTINEER:

Duncan Porch

Tel 07870 424728

Email duncanporch@gmail.com

1.2.3. CHAMPIONSHIP STEWARDS:

Hugo Holder, Louis Davidson and Richard Beard

Championship Stewards

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

(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).

(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 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.

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 Castle Combe Racing Club and
- (b) be Registered for the Championship and
- (c) be in possession of a valid Motorsport UK Entrants Licence

1.3.2 Drivers and Entrant/Drivers must:

- (a) Be current Members of the Castle Combe Racing Club Ltd and
- (b) be Registered for the Championship and
- (c) be in possession of a valid Competition (Racing) Club 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. **(H 26.2. 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.

1.4 CHAMPIONSHIP REGISTRATION

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- 1.4.1 All competitors must register for the championship by completing the Registration Form prior to the Final Closing date for the first round being entered.
<https://www.ccracingclub.co.uk/championships/registration/>
- 1.4.2 No registration fee is payable
- 1.4.3 Registration numbers 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. Once registered race entries can be completed online. <http://castlecombe.prosolvehosting.co.uk/>
- 1.4.5 Sign on must be completed on line by 5pm on the Wednesday before an event.
A photo of the race licence should be uploaded to RevUp system or be sent to the secretary, with the original carried at all events as random checks may be carried out.

1.5. CHAMPIONSHIP EVENTS

- 1.5.1 The Castle Combe GT Championship will be contested over 12 Rounds as follows:
- | Date: | Venue: | Organising Club: | Grade: |
|-------------------------|--------------|------------------|-----------|
| Monday 1 April (DH) | Castle Combe | CCRC | Interclub |
| Monday 27 May (DH) | Castle Combe | CCRC | Interclub |
| Saturday 15 June (DH) | Castle Combe | CCRC | Interclub |
| Saturday 3 August (DH) | Castle Combe | CCRC | Interclub |
| Monday 26 August (DH) | Castle Combe | CCRC | Interclub |
| Saturday 5 October (DH) | Castle Combe | CCRC | Interclub |
- 1.5.2 All double headers will have a separate qualifying of 20 minutes duration; all races will be 20 minutes. The grid for the second race of a doubleheader will be formed using the second fastest time from qualifying. A DH will be £395
- 1.5.3 The organisers will endeavour to rearrange a cancelled round at another CCRC event, if this is not possible a further away round at a different venue may be arranged where all championship regulations will apply. (**D11.2** applies)

1.6 SCORING

- 1.6.1 Points will be awarded to competitors listed as classified finishers in the final results as follows
- Points per Round/Class
- If 3 or more starters 6, 5, 4, 3, 2, 1
If 2 starters 4, 2
If 1 starter 2
- The outright winner will always receive 6 points regardless of the number of entries in the class, the second fastest overall will receive a minimum of 5 points and the third fastest overall will receive a minimum of 4 points.
- In addition, there will be 1 point to the driver(s) setting the fastest lap in every class. If more than one driver sets the same fastest lap then each shall receive the additional point.
- Competitors in class G will not score championship points and for the purpose of points scoring will be ignored but will be eligible for awards subject to the number of starters.
- The highest totals from 10 rounds will determine final championship points and positions, with the highest score deciding overall championship positions irrespective of class. Drivers in a shared car will count as individuals for championship points with both being eligible for an end of season trophy.
- 1.6.2 At double-header races, two drivers may share an entry.
Both drivers must qualify in the qualifying session and each driver will drive one race.
No later than 45 minutes before the scheduled start of either race, the joint driver team must notify CCRC which driver is driving which race. Failure to do so may result in no points being awarded to the driver for such race.
If due to unforeseen circumstances, the driver driving the second race is unable to do so, then the first driver may drive both races. The second driver will not receive any championship points for either race.

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The first and second fastest times recorded by the car driven by the shared entry drivers shall count for the purposes of the first and second race grid, regardless of which driver achieved the times.

Both drivers will be awarded the points for their or their team mate's finishing position in a race, including fastest lap.

For example, a win and fastest lap will result in both drivers receiving 7 points.

For the purposes of the championship, a driver may combine the points scored in any races, whether it be with the same team mate, a different one or a single entry. For class championship purposes, only points gained in that class may be combined.

Should a competitor be disqualified from the results for any reason, then that round must be counted as a scoring round.

1.6.3 Ties will be resolved according to **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.

1.7 AWARDS

1.7.1 All awards are to be provided by Castle Combe Racing Club Ltd.

1.7.2 Per Event/round.

Trophies to 1st, 2nd & 3rd in every class subject to number of starters which is as follows:-

1st Place only If 2 or less starters

2nd Place If 3 starters

3rd Place If 4 or more starters

1.7.3 Championship Trophies to 1st, 2nd & 3rd in every class. To be eligible for end of season championship points and awards competitors must have entered at least 5 rounds of the championship.

1.7.4 PRESENTATIONS

All awards & trophies will be presented if possible, on race day. If appropriate Prize money 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 Night (date and location to be announced via Championship bulletin.).

1.7.5 ENTERTAINMENT TAX LIABILITY:

In accordance with current Government Legislation, the Organisers of every round are legally obliged to withhold tax at the current basic rate on all payments to non-UK resident sportsmen/sportswomen. 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 Isles or Eire.

This means that the Organisers of every round are required to deduct tax at the relevant rate, from such payments they may make to non-UK residents.

Under certain circumstances, it is possible for competitors to enter into an agreement with HMRC to limit tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before their payment is due.

For further information contact HMRC, Foreign Entertainers Unit
<https://www.gov.uk/topic/personal-tax/foreign-entertainer-rules>.

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 and Race Procedures.

2.1 ENTRIES

2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry closing date, which shall be 3 days before every 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. The date of receipt for acceptance of entry

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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 any entry is cancelled after the final closing date a **£35** administration fee will be charged
- 2.1.4 The 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 are to be nominated on the final list of entries published with Final Instructions or Amendment Sheet Bulletins. 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 take the start has passed the start line or pit lane exit, whichever is the later. Such approval to start **MUST** be obtained from the Clerk of the Course.
- 2.1.6 In the event of any rounds being oversubscribed the Organising Club in liaison with the co-ordinator / organiser may at their discretion run Qualification Races.

2.2 Briefings

Competitors will be notified of times and locations of relevant briefings in the final instructions. Competitors must attend 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 the session or re-run sessions to achieve the championship/series criteria and 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. Alternatively, a driver may either complete 3 laps out of session (subject to the Clerk of the Course's agreement) or demonstrate that he/she has previously raced over the course in its current layout within the preceding twelve months. In these alternate cases, the driver will start from the back of the grid (**Q 12.4**)
The Clerk of the Course shall have the right to disqualify any driver whose practice times or racing are considered unsatisfactory as per **Q.12.4**

2.4 RACES

The standard minimum scheduled distance shall be 20 minutes whenever practicable but 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.

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race (**1.6.4. above applies**) For those meetings which are run by another club/organisation, races may be timed in place of the scheduled number of laps.

2.5 START PROCEDURE

- 2.5.1 All cars will be formed up in grid order in the Assembly area as specified on the grid sheet and will be released to form up on the grid prior to the start in formation as specified on the grid sheet. **The start will be via a Rolling start.**
- 2.5.2 The minimum countdown procedures/audible warning sequence shall be:
 - 1 minute to start of Green Flag Lap - Start Engines and clear grid.
 - 30 Seconds - to the start of Green Flag formation Lap.Cars will then be released behind a Lead car for the green flag lap,
The lead car will switch off its roof lights and enter the pit lane and when the red lights are switched off at the start line the race will commence.

Aborted Start:

If the start is aborted prior to the lead car pulling off, the lead car will not extinguish the roof lights and will continue to lead the field around the circuit for an additional lap and a new start will be attempted. If the lead car has left the circuit and the Clerk of Course does not intend to start the race the start lights will remain at red. When this signal is given, all cars should exercise extreme caution and return slowly round the circuit maintaining their original grid positions stopping on the grid. The race start procedure will then be repeated from the showing of the one-minute board indicating that the green flag lap is imminent. At the discretion of the Clerk of the Course, the race distance may be reduced accordingly.

- 2.5.3 Any cars removed from the grid after the 1-minute signal or driven into the pits on the formation Green Flag 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 the race are required to indicate their situation as per **Q.12.13.2**. Any driver unable to maintain 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 Excessive weaving to warm-up tyres using more than 50% of the track width and falling back in order to accelerate and practice starts, is prohibited.
- 2.5.6 In the event of any start light failure the starter will revert to the use of the National Flag.

2.6 RACE STOPS (RED FLAG)

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.

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 starting grid area, which will automatically become a Parc Fermé area.

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.

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.

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 (as per **Q12.15.2.**)

The result of the race will be the finishing order at the end of part 2. The

The Clerk of the Course will determine the length of the restarted race.

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 AND PIT LANE SAFETY

- 2.7.1 Pits and Paddock Competitors must ensure that Motorsport UK, Circuit Management and Organising Club safety regulations are complied with at all times.

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- 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 the Circuit Management Regulations and SR's or Final Instructions issued for each Meeting **12.25.1/2/3**.
- 2.7.4. The Pit lane speed limit is 60KPH/ 37 MPH

2.8 RACE FINISHES

After taking the Chequered Flag drivers are required to; progressively and safely slow down, not overtake and return to the Pit Lane Entrance as instructed, comply with any directions given by marshals or officials and to keep their helmets on and harnesses done up while on the circuit or pit lane.

- 2.9 All Practice Timesheets, Grids, Race Results are deemed PROVISIONAL until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures.

- 2.10 **TIMING MODULES** All competitors will be required to fit Electronic Self Identification Modules (Transponders) to their cars for the purposes of accurate timing. The supplier with the transponders will issue holders for these and detailed fitting instructions and it will be the responsibility of the competitor to fit these in the car in the position and manner specified. Transponders must be in place and functioning correctly for all Championship qualifying practice sessions and races. The setting and servicing of these items must only be carried out by properly authorised Motorsport UK licensed Timekeepers. Competitors will be charged by the timing company for replacement of the Modules due to misuse or loss at any time during the season. 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 as required during practice and races and run in accordance with Section Q, Appendix 3 of the Motorsport UK General Regulations. Competitors must be fully conversant with this rule.

2.13 ONBOARD CAMERAS

Compulsory, the competitor must supply the camera. 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). The recording must be easily downloadable onto a remote viewing device in Race Control (e.g. laptop computer, etc) via an accepted protocol such as USB connection or SD card. The camera must be mounted forward-facing so that a clear view of the track ahead can be seen. The camera should also be positioned so that the driver and steering wheel input are clearly visible on any recording. See **J 5.21**. The onus is on the competitor to ensure that the camera is switched on and recording for all official Qualifying sessions and Races. For any camera that is not switched on during these occasions, the Competitor may incur a penalty for each and every offence. Judicial cameras must be switched on prior to leaving the Assembly Area and must be switched off immediately after the car is released from Parc Fermé. Failure to supply recordings to the Clerk of Course when requested may also incur a penalty. All camera equipment must be correctly fitted prior to Scrutineering. Additionally, 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 organiser's regulations concerning the recording of race footage.

A representative of CCRC, under instruction of the Clerk of Course, will collect all footage recorded from the vehicle, at the sole discretion of the organiser. This representative will be the only person allowed to retrieve the footage from the recording equipment and 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 current Motorsport UK Regulations**.

3 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, which is appended to these regulations (Appendix 1).

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.

CHAMPIONSHIP RACE PENALTIES

3.2 Excessive speed in the pit lane may incur a drive through penalty. A penalty may be implemented for a breach of the Race with Respect initiative with reference to Motorsport UK guidelines.

4 INFRINGEMENTS 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)**.

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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)**.

4.2 **INFRINGEMENTS OF NON-TECHNICAL MOTORSPORT UK REGULATIONS AND THE SPORTING REGULATIONS ISSUED FOR THE CHAMPIONSHIP**

4.2.1 As per current Motorsport UK Judicial Procedure Regulations.

4.2.2 Track Limits **Q 12.22.1**

Competitors should be aware that Motorsport UK has now issued specific guidance regarding the penalties to be applied for drivers breaching track limits.

These are as follows:

2nd offence = warning flag

3rd offence = 5 second penalty

4th offence = 10 second penalty

5th offence = drive through penalty

6th offence = disqualification

In qualifying if a report is received and where it is shown that a driver has gained advantage on that particular lap, i.e. a faster lap time, then that lap time will be removed. This can be done as often as is required

5 **TECHNICAL REGULATIONS**

5.1 **INTRODUCTION**

The following Technical Regulations are set out in accordance with a format approved by Motorsport UK.

5.2 The Castle Combe GT Championship is for Competitors participating in vehicles classified as Sports Cars, or GT cars, as defined in the Motorsport UK General Regulation, Nomenclature and definitions (section B), GT 3 and GT4 cars eligible to run under the relevant Series organised by the SRO as well as Kit Cars and Silhouette Cars. A Kit Car is defined as a car designed and generally offered for sale for road use, whereby the purchaser has the option of completing the build of the car and registering it. The 2024 Castle Combe GT Championship comprises 4 separate categories spread across 6 classes (plus an invitation class) notably:

MODIFIED Classes A, B and C

Modified are cars which do not qualify for the Lightweight, 4 Seater or Silhouette classes and are Sports, GT, GT3, GT4 or Kit Cars which meet the following criteria

- there has been a minimum production of 5 such cars for road use in any 12 month period.

This production number replaces that included in any applicable Motorsport UK General Regulation definition. In the case of a newly introduced car, the Organisers reserve the right to admit the car as they see fit.

- the wheelbase must be within 30mm of the original.

- the chassis is fundamentally that of the original road car.

For clarification, Caterhams, Westfields and other similar derivatives can only race in the Lightweight class.

LIGHTWEIGHT Class D

A Lightweight car is one which was originally designed as a road car, meets the three criteria specified under Modified Classes A, B and C above and which relies upon very light weight for its performance. Typical examples would be Caterhams or Ariel Atoms. Derivatives of Sports Racers (Radicals etc) which have been road registered do not qualify for this or any other class.

4 SEATER Class E

4 Seater cars are cars which were originally designed as road cars with at least 4 adult sized seats and which meet the three criteria specified under Modified Classes A, B and C above. For clarity, a Porsche 911 would not be eligible for this class but a BMW M3 would be.

SILHOUETTE Class F

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A Silhouette car is a car specially designed for racing which has the silhouette (as defined in the 2024 Motorsport UK General Regulation, Nomenclature and definitions (section B)) of a saloon or sports car of which at least 2,500 identical examples have been manufactured (or registered) within a twelve consecutive month period for road use. Silhouettes based on such cars must use a windscreen and have door apertures of the same shape and dimensions as the road car upon which they are based. The wheelbase must be within 30mm of that of the original road car. In addition, the Organisers reserve the right to admit specially constructed racing cars designed to accommodate 4 seats where they consider them to be within the spirit of these regulations.

INVITATION Class G - see below in 5.2.1

ALL CLASSES

All cars must comply with Motorsport UK General Regulations **[(J), (Q): (Technical), [(K)]** and formulae regulations as laid down by the Motorsport UK General Regulations as relevant and as clarified in writing by the Championship Organisers.

The silhouette of all cars as seen in the side elevation must remain unaltered above the road wheel hub centres of the original production car at normal ride height, except for engine & boot cover, boot lid & rear deck, and any other front splitter.

Alternatively, aerodynamic devices at the rear of the car (rear wings) may

(a) extend up to 150mm from the rear outer line of the bodywork and

(b) comply with any approved FIA regulation for the type of car in question.

Fitting of an extended wing must be proved by production of the relevant FIA/Championship regulation.

The Championship Organisers have the right to refuse any car from entering the Championship if they consider that the car does not conform to the spirit of the regulations. To ensure fair competition the organisers reserve the right to re-classify certain individual cars.

The Championship organisers also reserve the right to accept entries from competitors whose car or cars may be difficult to define its class or origin but which in the opinion of the organisers meet the spirit of the Championship. The decision of the Championship organisers will be final in this respect, notwithstanding the competitor's right of appeal.

5.2.1 **The Class Structure is:**

A. MODIFIED Over 3550cc Sports, GTs, GT3, GT4 & Kit cars.

B. MODIFIED 2001cc to 3550cc Sports, GTs, GT3, GT4 & Kit cars.

C. MODIFIED 1601cc to 2,000cc Sports, GTs, GT3, GT4 & Kit cars.

D. LIGHTWEIGHT over 1,400cc.

E. 4 SEATER any engine size.

F. SILHOUETTE any engine size.

G. Any car built in the spirit of this GT Championship that does not comply with Classes A to F will only be allowed to race at the Organisers' discretion. Competitors in class G will not score championship points and for the purpose of points scoring will be ignored but will be eligible for awards.

5.2.2 Coefficient for engines with forced induction is 1.7:1. Exceptionally for Rotary engines with forced induction the coefficient will be 2.6:1. Normally aspirated Rotary engines will have applied a coefficient of 1.7:1

5.2.3 **EXAMINATION OF VEHICLES**

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

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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 to undertake. Costs of engine stripping, rebuilding and testing or examination by any technical official will be the competitor's responsibility.

The organisers have the right to:

a) Examine the car at the circuit for such period as they may reasonably require and take fuel samples and/or

b) 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/series unless the car is found to be in breach of these regulations and/or

c) 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.

The overseen stripping of the engine or any required component will be undertaken by the competitor and/or mechanic/technician nominated by the competitor.

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.

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. Queries concerning eligibility should be referred in writing to the organisers championship Eligibility Scrutineer at least seven days prior to an event entered, to permit a ruling in advance of any meeting at which it is intended to compete.

5.3 SAFETY REQUIREMENTS

5.3.1 Motorsport UK Regulation K Safety Regulations as relevant and as clarified below.

5.3.2 Rollbar - A Rollbar compliant to section **K**, as a minimum is mandatory.

5.3.3 Head Restraint - The fitting of a Head Restraint to **K.13** is mandatory.

5.3.4 Seat Belts - Seat Belts to a minimum requirement as per **K.2.1.2** Four Point and **Q.13.10.2** are mandatory.

5.3.5 Fire Extinguisher - vehicles must comply with **Q13.10.7** and **K3.1**, FIA Standard 8865.2015.

5.3.6 Battery - The fitting of an External Circuit Breaker to **K.8** is mandatory.

5.3.7 Red Warning Light - The fitting of a Rear Red Warning Light to **K.5.1** is mandatory.

5.3.8 Towing Eyes - The fitting of Towing Eyes front and rear to **Q.13.1.3** are mandatory.

5.4 **TYRES unrestricted**, Free choice of slicks or treaded.

5.4.1 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited

5.5 SILENCING

5.5.1 Vehicles must be silenced to the requirements of the **J.5.17 Appendix 1** Chart 5.18 Section 'B' (**105dBA** at $\frac{3}{4}$ rpm at 0.5m). In addition the noise level produced by the vehicle measured at the location specified in the Track Licence (approximately 16m from the racing line), or any other similar position determined by the Organisers, must not be exceeded.

5.6 COMPETITION NUMBERS/DECALS

5.6.1 Numbers must conform to **J.4** or **Q11.4** and must be displayed in positions acceptable to the Timekeepers- Coloured disks, supplied by the championship organisers, are to be affixed next to racing numbers to aid class identification.

5.6.2 The Castle Combe Racing Club and any sponsors decals must be displayed in an un-obscured position on both sides of the car. Failure to comply may result in a fine or points deduction.

2024 Castle Combe GT Championship Regulations

Issued by Castle Combe Racing Club

- 5.6.3 The Castle Combe Racing Club and sponsors decals will be provided by the Championship Organisers, where as Entrants are responsible for supplying numbers and backgrounds.
- 5.6.4 Class designation coloured patches are to be supplied by Castle Combe Racing Club and must be sited alongside the competition number on both sides of the car.
- Class A – Red Class D Green
Class B – Yellow Class E Orange
Class C – Blue Class F Purple

6 RACE ORGANISING CLUB AND CONTACTS

Title:	Name	Contact Details:
Castle Combe Racing Club	Cat Dall'Occo	Castle Combe Circuit, Chippenham Wiltshire, SN14 7EY Tel: 01249 784160 E-mail: catd@ccracingclub.co.uk

7 COMMERCIAL UNDERTAKINGS

7.1 VEHICLE PRESENTATION

- 7.1.1 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 organisers will regard as paramount the presentation of the car. In taking into account its appearance inherent in which is the standard of its presentation (including interior) they may exclude any car that they consider may prejudice the reputation of the championship/series or is otherwise unacceptable.

This will include where the car 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.

7.1.2 ADVERTISING/GLASS

- A 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/Championship Co-ordinator.
- B The only exception being the rear side windows that could have the driver's surname.
- C All surfaces, which have not been claimed for stickers by the Championship, its 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.

- 7.1.3 Vehicle Decals/Badges: Decals to be displayed on both sides of vehicles.

- 7.1.4 Promotional Activities: Drivers may be required to participate in promotional activities at certain race meetings.

DRAFT by Ian Danaher Competitors Director

APPENDIX 1 ATTACHED

APPENDIX 1



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

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.