

2026 Castle Combe Saloon Championship Regulations

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Castle Combe Saloon Championship Regulations 2026

INTRODUCTION

This successful Championship continues to have stability of regulations and its big attraction is the wide diversity of eligible cars, all capable of being competitive.

The Championship eligibility is for 2-wheel drive production saloons of any age. There will be 5 main classes (A to E) from which any class can provide the outright Championship winner.

This championship is for vehicles that comply with MOTORSPORT UK Current National Competition Rules Chapter 7, Chapter 8, Chapter 9 and Chapter 12 as relevant and as clarified in writing by the organisers.

Class Structure

Class A – Cars 2721cc to 4420cc

Class B – Cars 1801 cc to 2720cc

Class C – Cars 1501 cc to 1800cc

Class D – Cars up to 1500 cc forced induction engines equivalency factor of 1.4:1

Class E – Cars up to 2400cc with non-original engines from the same manufacturer.

Class I - Invitation class

1. SPORTING REGULATIONS – GENERAL PROVISIONS

1.1 TITLE & JURISDICTION:

The Castle Combe Saloon Car Championship is organised and administered by the Castle Combe Racing Club, in accordance with the Motorsport UK National Competition Rules (NCR) incorporating the provisions of the FIA International Sporting Code and these Championship Regulations.

Items in red are the changes from last year's regulations.

Championship Permit No.[*]

Championship Grade: C

Race Status: Interclub

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This document defines the specific Championship regulations and structure of the Championship for both fair and safe competition and are to be adhered to by all Entrants and Drivers at all times.

The Organisers reserve the right to amend or clarify these Championship Regulations at any time during the season by way of publication of Official Championship Bulletins issued in accordance with NCR Ch. 3 App. 10 Art 4.2 and subject to Motorsport UK approval.

1.2 CHAMPIONSHIP OFFICIALS:

- 1.2.1 **Championship** Co-ordinator: Cat Dall'Occo catd@ccracingclub.co.uk
- 1.2.2 Race Day Co-ordinator: Matt Coyle saloons@ccracingclub.co.uk
- 1.2.3 **Championship** ~~Licensed~~ Eligibility Scrutineer: **Mike Mattison (TBC)**
- 1.2.4 Championship Clerk of the Course: **Richard Beard (or designated Deputy)**
- 1.2.5 Championship Stewards: **Richard Beard, Derek Gore, Steven Weston**

NCR Ch 4 App 1.1.2. The Championship Stewards can only adjudicate on any disputes, irregularities or appeals arising from the published Championship regulations. They are also empowered to consider any request from the Championship Co-ordinator to penalise Competitors for any breach of these Championship Regulations and after holding a formal hearing those Stewards may impose a penalty in accordance with NCR Chapter 2, subject to the rights of Appeal to the National Court there provided.

1.3 COMPETITOR ELIGIBILITY:

- 1.3.1 Entrants
All Entrants must be -
 - (a) fully paid up valid membership card holding members of the Organising Club and
 - (b) Registered for the Championship and
 - (c) In possession of a valid Motorsport UK Entrants Licences.

- 1.3.2 Drivers and Entrant/Drivers.
All Drivers and Entrant/Drivers must be -
 - (a) Current Members of the Organising Club and
 - (b) Registered for the Championship and
 - (c) In possession of valid Competition Race Licence,

Or:

Be in possession of the highest grade of national Race licence or valid FIA International Licence, **including confirmation of a valid medical certification**, together with their ASN's written consent (FIA ISC Article 2.3.7 applies).

- 1.3.2.1 Additionally, if participation in the Championship requires absence from education, a driver in

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full time education is required to have the approval of their head teacher by way of a letter stating such approval 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.

1.3.3 Pro Drivers

A Pro driver is defined as a driver who is rated by the FIA as Silver (or above) status or who has finished in the top 8 places in a British GT race. Notwithstanding anything else in these Championship Regulations, the following shall apply:

- a) A Pro driver will only race in the Invitation class, as will any driver sharing the car, and will not affect the Championship points of any other class.
- b) Anyone who is not a Pro driver at the point of their first race of the 2026 Championship will not be considered a Pro driver for the 2026 season

1.4 REGISTRATION:

- 1.4.1 All competitors must register for the championship by completing the online Registration Form prior to the Final Closing date for the first round being entered.
- 1.4.2 The Championship Registration form is available [here](#) Once registered you will be required to provide a colour photo of the car taken at $\frac{3}{4}$ front angle perspective.
- 1.4.3 Deleted
- 1.4.4 Registration numbers will be the permanent Competition numbers for the Championship season and issued by the Organisers on a first-come, first-serve basis.
- 1.4.5 Acceptance or rejection of registration is entirely at the discretion of the organisers and promoters. Once registered race entries can be completed [here](#)
- 1.4.6 A valid photo of the race licence must be uploaded to the RevUp system or be sent to the Secretary of the Meeting, with the original carried at all events as random checks may be carried out.
- 1.4.7 Sign on must be completed on line by 5pm on the Wednesday before an event. All necessary documentation must be available to be presented for checking at all rounds times upon the demand of the Officials when signing-on.

1.5 CHAMPIONSHIP EVENTS:

Entry fee for each event will be **£390**

The Championship will be contested over **12** Rounds as follows:

Date	Format	Circuit	Organising Club
Monday 6 th April	DH	Castle Combe	CCRC
Monday 4 th May	DH	Castle Combe	CCRC
Monday 25 th May	DH	Castle Combe	CCRC
Sat/Sun 8&9 th August	DH	Castle Combe	CCRC
Monday 31 st August	DH	Castle Combe	CCRC

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Saturday 3 rd October	DH	Castle Combe	CCRC
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- 1.5.1 Alternative Championship Rounds may be organised in accordance with NCR Ch.12 App.2 Art.4.
- 1.5.2 All events will have a separate qualifying of 15 minutes duration.
- 1.5.3 Double headers (DH) will have two races of 20 minutes duration.
- 1.5.4 The starting grid for the first race will be determined by the driver's time set in qualifying. The grid for the second race of a double-header will be determined by the second fastest time in qualifying.

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, 3

If 1 starter 3

The outright winner will always receive 6 points regardless of the number of starters in the class, the second placed finisher overall will receive a minimum of 5 points and the third placed finisher overall will receive a minimum of 4 points. For these purposes, the finishing position of any Class I driver will be ignored.

In addition, 1 point will be awarded to the driver(s) who set the fastest lap in each class with 3 or more starters. If multiple drivers record the same fastest lap time, each will receive 1 point.

Competitors in Class I will not score championship points and for the purpose of points scoring will be ignored.

- 1.6.2 The highest total of points scored from 11 rounds will determine final championship points and positions, with the highest score deciding overall championship positions irrespective of class.
- 1.6.3 Should a competitor be penalised for a driving standards offence (with the exception of Track Limits) at any round, that round must be included as a scoring round, which cannot be dropped.
- 1.6.4 Ties will be resolved by comparing in the following order:
 - a. The number of races each driver has entered in the season, the driver with the most race entries wins.
 - b. The number of class wins achieved by the relevant driver
 - c. The number of 2nd places in class achieved by the relevant driver
 - d. The number of fastest laps achieved by the relevant driver
- 1.6.5 Where the race distance has been reduced (2.6.) it shall still count as a full points scoring round unless these Championship regulations set out a different criteria.

1.7 AWARDS:

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

- 1.7.2 Event Awards:

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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
1st and 2nd Place	If 3 starters
1st, 2nd and 3rd Place	If 4 or more starters

1.7.3 Championship Awards:

Trophies will be awarded to 1st, 2nd, and 3rd place overall

Additionally, trophies will be awarded to 1st, 2nd, and 3rd place in classes A – E

1.7.4 To be eligible for end of season championship points and awards competitors must have entered at least 8 rounds of the championship. Any awards not collected within seven days post-race meeting will be recycled for future use.

1.7.5 Awards will be presented at the end of each event, and/or at the end of the Championship at the designated presentation ceremony. **Please note: If you win the overall championship, attendance at the awards evening is required.**

1.7.6 Entertainment Tax Liability. *

Prize money and Bonuses shall be posted to the Entrants within 10 Days of the results being declared final after each event.

In accordance with current UK government legislation, the Organiser is legally obliged to withhold income tax at the basic rate (currently 20%) on all payments to non-UK resident sportspersons and entertainers, and to account for this to HMRC using form FEU1, the quarterly return of payments made to non- resident entertainers and sportspersons.

A non-UK resident is defined as someone who does not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or the Republic of Ireland. This means that, as the organiser, Castle Combe Racing Club is required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents.

Under certain circumstances, competitors may apply to HMRC for a reduced withholding tax rate, or for an exemption, if they can demonstrate that the standard deduction exceeds their actual UK tax liability. Such applications must be submitted in writing **at least 30 days before the payment is due.**

For further information contact:- Charities, Savings and International 1, HM Revenue and Customs, BX9 1AU. Tel: 0300 322 7877

1.7.7 Title to all Trophies:

If Provisional Results or Championship Tables are revised after the presentation of any awards and such revisions affect the entitlement to those awards, the Competitor(s) concerned must return them to the Organisers in good condition within 7 days of them being requested **to allow them to be reallocated.**

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2. CHAMPIONSHIP EVENTS & RACE PROCEDURES

2.1 ENTRIES:

2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date for entries before each event.

2.1.2 Incorrect or incomplete entries (including Driver to be Nominated Entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Event Organiser receives the missing or corrected information or fee.

2.1.3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the ~~Event Meeting~~ Organisers **by email**. If any entry is cancelled after the final closing date a £35 administration fee will be charged. NCR Ch. 3 App. 11 Art. 1.1l applies.

2.1.4 Deleted

2.1.5 The maximum number of starters will be as per the circuit track licence. The organisers reserve the right to merge classes or races, or to cancel races if necessary. In the event of an oversubscribed race, entries will be accepted in order of receipt with reserve entries being allocated unless championship regulations specify differently.

2.1.6 Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.

2.2 BRIEFINGS:

Organisers ~~must should~~ notify Competitors of the times and locations for all briefings in the Final Instructions for the ~~Events meetings~~. Competitors must attend all briefings. **Any Written briefing is an Official Document.**

2.3 QUALIFICATION PRACTICE:

2.3.1. Should any ~~Practice~~ **Qualifying** 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~~ **must** complete a minimum of 3 laps in the car to be raced, and in the correct session, in order to qualify (NCR Ch.12 App.6 Art.3.2).

2.3.3. **The Clerk of the Course shall have the right to disqualify any driver whose qualifying times are considered unsatisfactory (NCR Ch.12 App.6 Art.3.5)**

2.3.4. **For the avoidance of doubt, weaving during qualifying is prohibited.**

2.4 RACES:

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race (NCR Ch.12 App.6 Art.9.1) (1.6.4. above applies)

2.5 STARTS:

2.5.1 All cars will be released to form up on the grid prior to the start in formation as specified on

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the grid sheet.

2.5.2 The start will be via Standing start

The minimum Countdown procedures/audible warnings sequence shall be:-

- a) 1 minute to start of Green Flag Lap - Start Engines/Clear Grid.
- b) 30 Seconds - Visible and audible warning for start of Green Flag Lap.
- c) After completion of the Green Flag Lap vehicles will resume their Grid positions for a standing start
- d) A five second board will be used to indicate that the grid is complete.
- e) The red lights will be switched on five seconds after the board is withdrawn and switched off to indicate the start of the race.
- f) After completion of the Pace Lap the red lights will be on and the vehicles must approach the start line in Grid order with the pole driver setting the pace. The red lights will be switched off to indicate that start of the race.

2.5.3 Any car removed from the grid after the 1 minute stage or driven into the pits on the Green Flag lap shall be held in the pitlane and may start the race after the last car to take the start from the grid has passed the start line or pitlane exit, whichever is the later to take the start from the grid.

2.5.4. Any driver unable to start the Green Flag lap or start are required to indicate their situation as per NCR Ch.12 App.6 Art.6.11. In addition any driver unable to maintain grid positions on the Green Signal Lap, to the extent that ALL other cars are ahead of them, may complete the Green Signal Lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.

2.5.5. In the event of any starting lights failure the Starter will revert to use of the National Flag.

2.6. SESSION RED SIGNAL

Should the need arise to stop any race or practice, red signals will be displayed at the Start line and at all 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 pit lane, during practice, and to the starting grid area, during a race, unless otherwise directed by Officials. Marshals should revert to displaying yellow flags to indicate to Drivers the particular location of any incident hence supplementing the Light Panels.

Vehicles should not enter the Pits unless directed to do so and all cars in the pit lane during a red flag period must take any restart from the pit exit.

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. Pitlane: The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take all due care and respect the pit lane speed limits.

2.7.3. Refuelling: May only be carried out in accordance with the NCR, the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Event Meeting.

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2.7.4. Speed Limit: Pit Lane Speed Limit will be 60kph

2.8. RACE FINISHES:

After taking the Chequered Flag drivers are required to:

- a) progressively and safely slow down
- b) remain behind any competitors ahead of them,
- c) return to the Pit Lane Entrance/Paddock Entrance as instructed,
- d) comply with any directions given by Marshals or Officials
- e) keep their helmets on and harnesses done up while on the circuit or in the pitlane.

2.9. RESULTS:

All Practice Timesheets, Grids, Race Results are to be deemed Provisional until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures. (NCR Ch.3 App.6 Art.1.4)

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.

Transponders must be in place and functioning correctly for all Championship qualifying practice sessions and races.

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

2.11. QUALIFICATION RACES:

If any event is oversubscribed the Organising Club may at their discretion run Qualification Races.

2.12. OPERATION OF SAFETY CAR:

The Safety Car will be brought into operation and run in accordance with-NCR Ch.12 App.8 Art.2.

2.13. ONBOARD CAMERAS

NCR Ch.7 App.9 applies. Please ensure that SD cards are regularly cleared to assist Clerks with identification and review of relevant footage.

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 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. 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.

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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.

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 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.

4. SPECIFIC CHAMPIONSHIP PENALTIES:

In accordance with NCR Chapter 2 and these Championship Regulations.

- 4.1. Infringements of Technical Regulations:
- 4.1.1. Arising from post practice Scrutineering:
Minimum Penalty: The provisions of NCR Ch.2 App.8 Art.1.21.
- 4.1.2. Arising from post race Scrutineering:
Minimum Penalty: The provisions of NCR Ch.2 App.8 Art.2.1 (a) and (b).

For infringements deemed to be of a more serious nature the Clerk of the Course will invoke the provisions of NCR Ch.2 App.8 Art.2.1 (c).

4.2. Table of Penalties

Offence	NCR Reference	Penalty	Licence Penalty Points
Abusive language or behaviour	Ch.2 App. Art.1.1.	Session Disqualification	✓ Ch.2 App.12 Art.1.2.c.
Actual Assault or threat of physical assault or particularly aggressive behaviour	Ch.2 App.1 Art.1.1	Event Disqualification + Consideration of Licence suspension (30 days)	✓ Ch.2 App.12 Art.1.2.c.
Failure to obey the instruction of an official	Ch.6 App.1 Art.2.4	Qualifying: Fine Race: Grid Penalty	✓ Ch.2 App.12 Art.1.2.d.

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Causing a collision, repetition of serious mistakes or the appearance of a lack of control of the car	Ch.12 App.7 Art.1.8	Qualifying: Grid Penalty Race: Time / Place Penalty	✓ Ch.2 App.12 Art.1.2.a.
Causing another competitor to leave the circuit, crowding to inside or outside of the track	Ch.12 App.7 Art.1.5	Qualifying: Grid Penalty Race: Time / Place Penalty	✓ Ch.2 App.12 Art.1.2.a.
Excessive weaving to prevent an overtaking move	Ch.12 App.7 Art.1.5	Qualifying: Grid Penalty Race: Time / Place Penalty	✓ Ch.2 App.12 Art.1.2.a.
Gaining Unfair Advantage	Ch.2 Ann.A, Art.1.3.	Qualifying: Loss of lap time(s) Race: Time / Place Penalty	✗
Incompatible with general safety	Ch.2 App.1 Art.1.13	Disqualification (session or event)	✓ Ch.2 App.12 Art.1.2.a.
Failing to observe the Chequered Flag (taking the flag more than once)	Ch.12 App.8 Art.1.7 Ch.2 App.1. Art.1.14.	Verbal Warning	✓ Ch.2 App.12 Art.1.2.b.
Not obeying the Black Flag	Ch.12 App.8 Art.1.7 Ch.2 App.1. Art.1.14.	Disqualification	✓ Ch.2 App.12 Art.1.2.b.
Not obeying the Black / Orange Flag	Ch.12. App.8 Art.1.7 Ch.2 App.1. Art.1.14.	Qualifying: Loss of lap time(s) Race: Disqualification	✓ Ch.2 App.12 Art.1.2.b.
Overtaking or not slowing down under yellow signals (Between the signal & the incident)	Ch.12 App.8 Art.1.7 Ch.2 App.1. Art.1.14.	Disqualification	✓ Ch.2 App.12 Art.1.2.b.
Overtaking or not slowing down under yellow signals (After incident but before green)	Ch.12 App.8 Art.1.7. Ch.2 App.1. Art.1.14.	Qualifying: Loss of lap time(s) Race: Time / Place Penalty	✓ Ch.2 App.12 Art.1.2.b.
Safety Car: Overtaking or overlapping another competitor	Ch.12 App.8 Art. 2.6 Ch.2 App.1. Art.1.14.	Time Penalty	✓ Ch.2 App.12 Art.1.2.b.
Safety Car: Overtaking of the safety car	Ch.12 App.8 Art.2.6 Ch.2 App.1. Art.1.14.	Lap / Place penalty	✓ Ch.2 App.12 Art.1.2.b.
Exceeding pit lane speed limit	Ch.12 App.11 Art.3.6a)	Qualifying: Fine Race: Drive through penalty	✗
Failing to attend a drivers' briefing	Ch.6 App.1 Art.2.3 (Ch.5 Part 1 App.5 Art.2.3h) & Ch.1 App.2 Art.11.6.i.)	Fine	✗
Making a false start	Ch.12 App.6 Art.7	Time Penalty: 10 sec	✗
Reversing in the pit lane or on track	Ch.12 App.7 Art.1.12.	Qualifying: Grid penalty Race: Drive through penalty	✓ Ch.2 App.12 Art.1.2.a.
Running beyond the track limits in qualifying	Ch.12 App.7 Art.1.6	Loss of lap time(s) [specify the relevant lap time concerned not just the fastest]	✗



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Running beyond the track limits in racing	Ch.12 App.7. Art.1.6.	Scale of penalty set out in NCR Ch.12 App.7 Art.1.11.b.	×
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Safety/Technical Offence	NCR Reference	Minimum Penalty
Breach of a safety regulation: (Fire extinguisher pin, Fuel sample connector or similar)	Ch.5 App.5 Art.2.3a)	Fine
Failing to advise the Clerk of impending eligibility check	Ch.2 App.8 Art.1.7	Fine
Fuel or tyres do not conform to regulations	Ch.8 App.0 Art.1.8 Ch.8 App.2 Art.1.4	Disqualification from session (plus, any Championship Penalties)
Incorrect or unreadable numbers, incorrect missing or misplaced decals	Ch.7 Art.10 Ch.12 App.4 Art.5	Fine
Ineligible or unsafe vehicle at pre-event scrutineering	Ch.5 App.5 Art.2.3 Ch.2 App.8 Art.1.21	Start refused
Ineligible or unsafe vehicle after practice / qualifying	Ch.5 App.5 Art.2.3 Ch.2 App.8 Art.1.21	Disqualification
Ineligible or unsafe vehicle after even	Ch.5 App.5 Art.2.3 Ch.2 App.8 Art.2	Disqualification (+ Championship Penalty)
Scrutineering: False declaration in pre-event paperwork, including those about PPE	Ch.2` App.1 Art.1.11.	Before going on track: Fine (+ must rectify) Been on track: Disqualification
Breach of Parc Ferme		Disqualification

5. TECHNICAL REGULATIONS

5.1 INTRODUCTION:

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

- 5.1.1 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.
- 5.1.2 The Championship 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 Championship is for competitors driving Two Wheel Drive Saloon Cars and Coupes.
- 5.2.2 The vehicles which must prepared and raced in compliance with these Championship Regulations will be segregated into six classes.
- 5.2.3 **Class A – 2721cc to 4420cc**

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5.2.4 **Class B – 1801 cc to 2720cc**

5.2.5 **Class C – 1501 cc to 1800cc**

5.2.6 **Class D – up to 1500 cc forced induction engines equivalency factor of 1.4:1**

5.2.7 **Class E – up to 2400cc with non-original engines from the same manufacturer.**

5.2.8 **Class I - Invitation class**

Cars built within the spirit of the Castle Combe Saloon Championship that do not comply with Class A to E will only be allowed at the Organiser's discretion. Competitors in this class will not be eligible to score championship points

5.2.9 Forced induction engines are subject to an equivalency factor of 1.7:1 **with the exception of Class D where an equivalency factor of 1.4:1 applies**

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

5.3 SAFETY REQUIREMENTS:

The following Articles of the NCR Ch.7 will apply:

5.3.1 Roll Over Protection System. (ROPS)

All vehicles must be fitted with a Safety Cage as defined in the NCR Ch.7 App.3.

The fitting of door bars to the driver's side of the vehicle is mandatory.

The fitting of a Head Restraint is mandatory. NCR Ch.7 App.7 Art.4.

5.3.2 Safety Harness (Seat Belts)

Mandatory use of seat belts with an FIA Homologation, NCR Ch.7 App.7 Art.5-10.

Mandatory use of seat belts, with a minimum "four point" configuration. Complying with the NCR Ch.7 App.7 Art.7-9.

It is not permitted to have an elasticated return facility on the shoulder straps of the Harness. NCR Ch.7 App.7 Art.10.12 applies.

Seat belts must be correctly adjusted at all times during events: (a minimum of two shoulder straps and one lap strap, with four anchorage points on the chassis / body shell or rollover bar of the vehicle.

Where a Frontal Head Restraint (FHR) device is used, the seat belts must be appropriate to the FHR device in use.

Attention should be given to the seat belt angles and anchorage. FIA 253-42 and NCR Ch.7 App.2 Diagram 49.

A Harness bar can be fitted to the Roll Over Protection System (ROPS), including homologated ROPS, without affecting the existing homologation, providing that it is compliant with NCR Ch.7 App.3 Art.17.

5.3.3 Seat and Seat Mountings

The seat and seat mountings shall comply with the NCR Ch.7 App.7 Art.1-2.

It is recommended that the driver's seat is a racing seat with a current FIA homologation **(FIA 8855 - 1999 specification or later)**. All other seats may be removed.

Additional seat padding is permitted to a maximum of 50mm. Any additional padding

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or covering placed on the seat must be fire retardant to **FIA standard 8855 - 1999**. The seat mountings shall be appropriate to the seat fitted and complying with **FIA article 253.16** must be used.

Any modification to an FIA homologated seat will invalidate the homologation.

Modification to the bodywork is permitted for the purpose of secure and safe mounting of the seat.

The driver must be located entirely to one side of the centre line of the car.

When seated the driver's helmet must have maximum clearance to any part of the ROPS. NCR Ch.7 App.13 Diagram 47 applies.

Any seat subject to severe accident, particularly rearwards, should be returned to the manufacturer for examination or replaced.

5.3.4 Fire Extinguisher

All vehicles must be equipped with a Fire Extinguisher in accordance with NCR Ch.7 App.6.

During events all extinguisher systems must be in the **ARMED** condition (must be capable of being operated without the removal of any safety device) at all times while competing, practising, qualifying and post event scrutineering.

Any competitor that is found with a disarmed Fire Extinguisher in Parc Ferme for whatever reason will be penalised.

5.3.5 External Circuit Breaker

The triggering system location must be identified by a Red Spark on a White-Edge Blue Triangle (with 12cm base) with 'On' an 'Off' positions and method of operation (Push, Pull or Rotation direction indicated by an arrow) clearly marked. NCR Ch.7 App.5 Art.5.

5.3.6 Towing Eyes

The fitting of Towing Eyes / Straps to the front and rear of the vehicle is mandatory. It is recommended that all cars, wherever possible be equipped with a configuration and Specification of towing eyes as detailed in NCR Ch.12 App.13 Art.1.3-1.4.

5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

"FREE" as referred to in these Technical Regulations shall be interpreted as "within the limitations" imposed by the NCR.

1. All vehicles must comply with NCR Ch.7 and Ch.12.
2. Unless specifically authorised in these Regulations, the use, substitution of, and/or addition of any parts, or materials, is prohibited.
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 manufacturers standard specification or to comply with the safety requirements of these Regulations.
4. For the avoidance of doubt, 'model' shall mean a vehicle of the same body shell shape, size, specification and silhouette.
5. Fixing components such as nuts, screws, washers, lock washers; spring washers, etc. are free and may be upgraded.

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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
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.
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.

5.5 CHASSIS:

5.5.1 General

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 5.5.4 to 5.5.10 inclusive.
2. The addition of chassis material or strengthening of chassis, or chassis members, is prohibited except as detailed in Championship Regulation 5.5.5.
3. Lightening or reducing of chassis, or chassis member strength, is prohibited.
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. Seam welding is permitted.
6. Additional strengthening locally at roll over protection (ROPS) mountings is permitted.
7. It is permitted to fit a front upper strut tow bar.
8. It is permitted to fit a brace between the front lower wishbone mounts.
9. It is not permitted to have the brace detailed in Regulation 5.5.8 to be adjustable in length to facilitate camber change.
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.
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.
12. It is permitted to remove plastic dirt shields or wing liners.

5.6 BODYWORK:

5.6.1 General

1. All bodywork and panels must be complete, standard in shape and silhouette but may be of a different material and thickness.
2. If plastic windscreen, side screens or rear windows are fitted the thickness must comply with the requirements of NCR's.
3. The addition of colourless safety film to the glass is permitted.
4. The spare wheel well may be removed or modified and replaced with a flat steel sheet of suitable thickness, provided NCR Ch.7 App.2 Art.6 and Ch.12 App.13 Art.1 are observed.
5. It is only permitted to make holes in bulkhead panels for the passage of cables, fuel, water, oil, hydraulic, instrument or fire extinguisher lines.
6. All redundant holes in bulkheads must be covered with a non - flammable material.
7. Welding or repair materials may be added; manufacturers, or other approved replacement

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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.

5.6.2 Interior

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.
2. Mandatory removal of airbags and all their associated controls.
3. Door trims must be retained. It is permitted to replace standard door trims with an alternative material. (Aluminium or Kevlar) panel.
4. It is permitted to change the steering wheel providing all NCR requirements are observed.
5. Where a quick release system is fitted, the steering wheel must be replaced in its correct position when the vehicle is left unoccupied.
6. The removal of the heater or air conditioning system together with their associated controls is permitted.
7. The removal of the audio system is permitted.
8. It is permitted to carry out modifications on the window winders, instrument panels and all driving controls.
9. 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, 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.
10. The windscreen and both driver and passengers side windows must remain clear.
11. Where the vehicle 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).
12. It is permitted to add additional instruments.
13. 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.
14. The original dashboard may be retained or removed and replaced with one of alternative material.
15. Vehicles must be fitted with an interior rear-view mirror. The fitment of a wide-angle mirror is recommended.

5.6.3 Exterior

1. The Engine cover (bonnet) may be replaced by a lightweight replica.
2. The standard engine bay cover (bonnet) locking mechanism must be disabled.
3. The boot-lid/tailgate may be replaced by a lightweight replica.
4. 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. Additional slots / louvers or holes up to a maximum combined area of 900cm², are permitted in the engine cover (bonnet) to provide additional airflow to the engine bay. Louvres or mesh must be fitted in the aperture.

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6. It is permitted to lighten the boot lid/tailgate, bonnet and doors.
7. It is permitted to replace the front wings with lightweight replica.
8. At all times the boot lid/tailgate, bonnet and doors must function safely.
9. Sunroofs, where fitted, must comply with NCR Ch.12 App.13 Art.11.8 applies.
10. The fitment of tape, sealant or addition of any material of any type to close body gaps (e.g. bonnet to wing) is prohibited.
11. The fitment of wing mirrors on both sides of the car is mandatory

5.6.4 Silhouette

1. Bodywork must be complete and standard in shape, silhouette and plan view. Except as detailed in within these Championship Regulations.
2. The **side profile** silhouette of the vehicle above the centre line of the wheels must remain as original for that model except for rear spoilers and roof mounted air vents.
3. Bonnet bulges, bonnet scoops and blending to the wheel arches are permitted.
4. It is permitted to raise the rear edge of the engine cover (bonnet) by a maximum of 25mm from its original position.
5. It is permitted to deform by rolling/flaring/hammering the outside wheel arch up to a maximum of 75mm.
6. The wheel arches may be 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.
7. Front wings may be spaced at the lower edge to a maximum of 25mm.
8. Replacement front wings (irrespective of material) must be of original design with no additional aerodynamic shaping and or venting.
9. Nonstandard side skirts are permitted but must not extend past the maximum width of the vehicle and not contravene the ground clearance regulation.
10. Roof scoops are permitted with maximum dimensions of 40cm x 40cm x 7cm high.

5.6.5 Bodyshell

1. It is permitted to cut holes in the front and rear bumpers for the purposes of cooling. The total area for the hole or holes must not exceed 200 cm² for each bumper.
2. Front and rear bumpers may be replaced with lightweight replicas of standard size and shape.
3. It is permissible to trim the lower edges of the bumpers
4. 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. A minimum of modification to bodywork will be permitted to accommodate air intake boxes, filters, and exhausts.
6. It is permitted to fit bodywork and panels from other variants of the production version of the model of the car entered. For example:
 - a. It is permitted for the aluminium 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.

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7. Manufacturers after market and motorsport type body kits are specifically **not** permitted.
8. Where parts of the vehicles (other than the sunroof) were non-metallic as supplied by the manufacturer they must be retained as original.
9. 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.

5.6.6 Ground Clearance

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.
2. Will be measured with the Driver on board, in the normal seated position and wearing their complete racing apparel.
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.
4. 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

5.6.7 Aerofoils

1. All classes are permitted to fit additional rear aerofoils. NCR Ch.7 App.2 Art.6 applies.
2. Excluding the mounting pylons, rear aerofoils must be able to fit through a box 230mm x 125mm.
3. Aerofoils must be contained within the **maximum dimensions of the** original production plan view of the car. (excluding wing mirrors).
4. Aerofoils may not extend above the roofline.

5.6.8 Aerodynamic Devices

1. All classes are permitted to fit additional aerodynamic devices NCR Ch.7 App.2 Ar.6 applies.
2. Front Spoilers & any aerodynamic device forward of the windscreen must be entirely below the wheel centre line.
3. No aerodynamic devices permitted between the two wheel axles.

5.7 ENGINE

5.7.1 Permitted Modifications

1. Applies to Classes A – D inclusive:
2. Mandatory use of the original engine type as fitted to that make and model of car by the manufacturer.
3. Over-boring is permitted up to maximum capacity of the Class entered. A request can be made for an engine to be re-bored up to a maximum of +0.020" without changing class even if the capacity exceeds the upper limit by the re-bore for the sole purpose of repairing the engine subject to the Championship Organisers approval.
4. Oil Lubrication Systems choice is free

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5. Water cooling system choice is free.
6. Ignition System choice is free
7. All internal engine modifications are free, other than detailed in 5.7.2.1

5.7.2 Prohibited Modifications

1. No change of stroke is permitted.
2. The engine must be located in the original position. (Except Class E)
3. The original engine fixing locations must be used, upgraded mounts are permitted.

5.7.3 Induction Systems

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.
2. Turbocharger choice is free
3. Forced induction engines are subject to an equivalency factor of 1.7:1 with the exception of Class D where an equivalency factor of 1.4:1 applies
4. Rotary engines with forced induction are subject to an equivalency factor of 2.6:1
5. The fitting of an intercooler is permitted provided it is located within the periphery of the bodywork.

5.7.4 Exhaust Systems

1. NCR Ch.7 App.8 applies.
2. All cars built after 31/12/1999 must be fitted with a fully working Catalytic Converter
3. The exhaust system, downstream of the manifold is free provided that NCR's and Championship Regulation 5.7.3.2 are respected.
4. The exhaust system, downstream of the catalytic converter is free provided that NCR's and Championship Regulation 5.7.3.2 are respected.

5.7.5 Engine Sealing

1. To allow for scrutineer's wire seals, every installed engine must have 1.6mm holes drilled in readily accessible locations as follows:
 - a. Sump: Cross drilled through two adjacent retaining screws or studs.
 - b. Rocker/cam cover or head bolt: Cross drilled through two adjacent retaining screws or studs.
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.
3. For all classes, it is mandatory that the make, model and cc of engine used, must be declared on the entry form.
4. Failure to comply with the requirements of Championship regulation 5.7.9.1 will render the engine ineligible.

5.8 SUSPENSION

5.8.1 Permitted Modifications

1. The suspension arrangement must be of the same type and design as originally supplied by the manufacturer for the make and model of vehicle being raced.
2. Substitution of the shock absorbers/coil springs/torsion bars with uprated versions is permitted.
3. McPherson strut mountings, make and type choice is free.

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4. Adjustable top mounts are permitted.
5. Original suspensions pick up points can be moved by a maximum of 25mm from the centre of the original mounting point.
6. The fitting of an additional and or uprated 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.
7. It is permitted to fit uprated or poly type replacement bushes.
8. Replacement of a rubber or poly type suspension joint by a spherical type bearing is permitted.
9. It is permitted to fit spherical type bearings in place of an original rubber or bonded bush.
10. It is 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 up-right, this installation must not provide any other method of adjustments other than in Championship Regulation 5.12.4.2.
11. 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

1. The original casings gearbox and final drive must be in their original locations.
2. The internals of the gearbox and final drive are free.
3. No more than the original number of gear ratios is permitted for the make and model of car being raced.
4. A limited slip or torque-biasing differential is permitted.
5. Any other form of mechanical, electrical, or hydraulic traction control other than that detailed in Championship Regulation 5.9.1.4 is only permitted if supplied as an original fitment or option to that model.
6. Reverse gear must be retained as one of the gear ratios and must be operable Driver when seated normally in the car.

5.9.2 Prohibited Modifications

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.

5.10 ELECTRICS

NCR Ch.12 App.13 applies

5.10.1 Exterior Lighting

1. Exterior lights 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.
2. A minimum of two forward facing main headlights.
3. A minimum of two rear facing red taillights.
4. A minimum of two rear facing red brake lights which must be operated only by the brake pedal and without a delay.
5. A high intensity red warning light must be fitted for use in poor visibility but must not be operated by the brake pedal. NCR Ch.7 App.5 Art.6 applies.
6. It is permitted to remove auxiliary lighting, e.g. front fog lights.

5.10.2 Battery

NCR Ch.7 App.5 applies

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1. The battery make, type, position and orientation are free within NCR's.
2. The battery and starter motor must be capable of performing a number of repetitive starts.
3. 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 Charging Systems

1. The charging system must be functioning, and operational at all times whilst the engine is running.
2. Use of the 12 Volt (nominal) 'standard' system is compulsory.

5.10.4 Windscreen Wipers

NCR Ch.12 App.13 Art.14.3 applies.

1. An operative front windscreen wiper must be fitted and in full working order throughout the entire event.
2. Single windscreen wipers systems are permitted.

5.11 BRAKES

5.11.1 Permitted Modifications

1. Brake choice is free, except carbon fibre or carbon metallic brake discs which are prohibited.
2. ABS is permitted.
3. Foot pedals including clutch, brake and throttle are free.
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. 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).
6. Where manufacturers provide 'knock-out' panels in bumpers for auxiliary lights these may be removed and used for ducting for brake cooling.

5.12 WHEELS / STEERING

5.12.1 Permitted options

1. Road wheels type is free.
2. Road wheels must be fastened to their hubs by the original number of studs/bolts.
3. It is permitted to fit one-piece wheel spacers up to a maximum of 25mm.
4. The steering rack / box must remain original and in original location.
5. The internals of the steering gear are free.
6. Fitted power steering systems are free.
7. The steering wheel is free subject to compliance with NCR Ch.7 App.2.
8. Electronic body roll or yaw control is permitted only if it is a factory fitted option for that make and model of car.
9. The steering column and any safety features such as collapsible sections must remain as standard and be located by suitable fittings.
10. 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.
11. Any steering wheel quick release system or any extension must be fit for purpose.
12. Where a quick release system is fitted, the steering wheel must be replaced in its correct position when the vehicle is left unoccupied.

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5.12.2 Prohibited Options

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

5.12.3 Construction & Material

1. Road wheel material and construction choice is free.

5.12.4 Dimensions

1. The bodywork of the vehicle so as to comply with current NCR Ch.7 App.2 Art.6.9 must cover the wheel and tyre combination.
2. The wheelbase and track must remain as standard except for the effects of the permitted adjustments in camber/caster and the permitted wheel spacers.

5.13 TYRES

5.13.1 Permitted Options

1. Only road tyres may be used, which are “E” marked and compliant with NCR Ch.8 App.4.
2. Any NCR Ch.8 App.4 List 1A, 1B or 1C tyre is permitted.
3. Tyres must always comply with MOT standards in every respect.
4. Tyres must at all times retain a minimum tread depth of 1.6mm across the centre three quarters of the tyre width.
5. The maximum tyre permitted width is 265mm.

5.13.2 Prohibited Options

1. Re-cutting, re-grooving or in any other way modifying the tread pattern is not permitted.
2. All the manufacturer’s data must be clearly visible. Buffing of sidewalls to remove data is prohibited.
3. No alteration to the tyre from the manufacturer’s specification is permitted.
4. The use of tyre heating/heat retention devices, tyre treatments and compound softening fluids are prohibited

5.14 WEIGHTS

- 5.14.1 **There are no minimum weights applicable.**

5.15 FUEL TANK/FUEL

5.15.1 Type

1. The fuel tank construction is free subject to compliance with NCR requirements.
2. Fuel Tank capacity is free.
3. “Standard” fuel tanks may be retained. Additional baffles and/or filling with safety foam is permitted.
4. A racing type safety fuel cell may be used. NCR Ch.7 App.4 Art.4 applies.

5.15.2 Location

1. The fuel tank/cell may be located anywhere to the rear of the driver’s seat, subject to compliance with NCR Ch.12 App.13 Art.1.1.

5.15.3 Fuel

1. Only “Pump Fuel” (petrol, LPG or Diesel) as defined by NCR Ch.8 App.1 Art.1.7 must be used.
2. Refuelling is not permitted during qualifying, on the starting grid or during a race.
3. All cars **MUST** be equipped with a dry break fuel coupling facility to enable a fuel sample to be taken. NCR Ch.7 App.4 Art.6.2 applies.
4. At the end of practice, qualifying or race there must be at least 3 litres of fuel available from

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the competing car for analysis if required.

5.16 SILENCING

5.16.1 Silencers

1. Silencer choice is free.
2. All vehicles must be silenced to the requirements of NCR Ch.7 App.8 Art.2 applies.
3. Noise testing: NCR Ch.7 App.8 Art.3 applies.
4. 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 exceed 98 dBA.
5. Maximum level is 105 dBA NCR Ch.7 App.13 Chart 1 Section 'A' applies.

5.17 NUMBERS and CHAMPIONSHIP DECALS

5.17.1 Position

1. Competition numbers must conform to NCR Ch.7 App.10 Art. 1 to 8 inclusive.
2. Minimum dimensions must conform to NCR Ch.7 App.13 Diagram 1.
3. Competition numbers must be displayed in positions acceptable to the Timekeepers.
4. Only competition numbers allocated by the Championship Organisers are to be displayed.
5. Competition numbers must remain as allocated until the end of the season.
6. The Castle Combe Racing Club and any sponsors decals must be displayed in an un-obsured position on both sides of the car. Failure to comply result in a fine or points deduction.
7. Competitors will make available space on the car for sponsor's stickers and class identification, **which will include Castle Combe Racing Club sun-strips.**
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, e.g. Smith

5.17.2 Suppliers

1. The Championship Organisers will provide the Castle Combe Racing Club and sponsors decals.
2. Entrants are responsible for supplying numbers, backgrounds, class designation patches and Drivers names.

6 APPENDICES:

The following Commercial Undertakings are not subject to the Judicial procedures of either the Championship Stewards and/or Motorsport UK.

6.1 COMMERCIAL UNDERTAKINGS:

6.2.1 Vehicle presentation

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.
2. In taking into account its appearance inherent in which is the standard of its presentation (including interior) the Championship Organisers may exclude any car, which they consider

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may prejudice the reputation of the championship or is otherwise unacceptable.

3. 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

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.
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
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 & OVERALL 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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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 your part in keeping the sport safe 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.