



Castle Combe GT Championship Regulations 2026

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 regulations 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, i.e. Radicals, Lolas, ADRs, Nemesis, Jades etc.

Class Structure

A - MODIFIED Over 3700cc Sports, GTs, GT3, GT4 & Kit Cars

B - MODIFIED 2100cc to 3700cc Sports, GTs, GT3, GT4 & Kit Cars

C - MODIFIED 1601cc to 2099cc Sports, GTs, GT3, GT4 & Kit Cars

D - LIGHTWEIGHT over 1400cc

E - FOUR SEATER any engine size

F - SILHOUETTE any engine size

I - 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.

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

1. SPORTING REGULATIONS – GENERAL PROVISIONS

1.1 TITLE & JURISDICTION:

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The Castle Combe GT 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

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 Championship Eligibility Scrutineer: Duncan Porch

1.2.3 Championship Stewards: Kevin Bird, Richard Morgan, Louis Davidson

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:

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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).

- 1.3.3 Additionally, if participation in the Championship requires absence from education, a driver in 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.
- 1.3.4 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 event, 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:

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Entry fee for each event will be £***

The Championship will be contested over ## Rounds as follows:

Date	Format	Circuit	Organising Club
TBC*	DH	Castle Combe	CCRC
TBC*	DH	Castle Combe	CCRC
TBC*	DH	Castle Combe	CCRC
TBC*	DH	Castle Combe	CCRC
TBC*	DH	Castle Combe	CCRC

* subject to valid track licence

- 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 20 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 that driver's time set in qualifying. The starting grid for the second race in a double-header will be determined by the second fastest time in qualifying. Where there is a shared entry, the starting grid for the second race will be determined by that driver's time set 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 ## 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.
- 1.6.3 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 Two drivers may share an entry. Both drivers must qualify in the qualifying session and each

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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 (or second part of the single header) 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. Where there are two drivers sharing an entry:

The grid position for the first race shall be based on that driver's fastest time.

The grid position for the second race shall be as set out in 1.5.4

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.

In the event there is only a single header race at an event, a team may nominate two drivers even though only one will take part. Provided that those two drivers enter at least 2 double header rounds as a joint entry during the season, then the drivers will each be awarded the points for that race. The driver not competing under the joint entry may not otherwise be entered for the race.

- 1.6.5 Ties will be resolved by comparing in the following order:
- The number of races each driver has entered in the season, the driver with the most race entries wins.
 - The number of class wins achieved by the relevant driver
 - The number of 2nd places in class achieved by the relevant driver
 - The number of fastest laps achieved by the relevant driver
- 1.6.6 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:

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 award to 1st, 2nd, and 3rd place in classes A – F

1.7.4 To be eligible for end of season championship points and awards competitors must have entered at least # rounds of the championship. Any awards not collected within seven days post-race event 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. *

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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 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 (which may result in a change to the calendar / number of rounds to count). 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 notify Competitors of the times and locations for all briefings in the Final Instructions for the Events. Competitors must attend all briefings. Any Written briefing is an Official Document.

2.3 QUALIFICATION PRACTICE:

2.3.1. Should any 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 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 Rolling 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 Signal/Pace Lap.
- c) 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.

2.5.2 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 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.

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.

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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.

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 Castle Combe Racing 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 **memory** cards are regularly cleared **prior to the event** 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 **event**).

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

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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.

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.2.2 (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.2.2 (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.

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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.
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	✓

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			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]	X
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.	X

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.

5.2 GENERAL DESCRIPTION:

- 5.2.1 The Castle Combe GT Championship is for competitors participating in vehicles classified as Sport Cars, GT Cars, Modified Cars, Kit Cars, Silhouette Cars.
- 5.2.2 The Castle Combe GT Championship comprises 4 separate categories containing 6 classes with an additional invitation class.
- 5.2.3 GT3 and GT4 cars are eligible as per SRO Motorsports Group GT3 and GT4 Series (www.sro-motorsports.com).
- 5.2.4 **Modified Classes A, B, C**

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Sports, GT, GT3, GT4, and Kit Cars where:

- a) there has been a minimum production of 5 cars for road use in any 12 month period. For any new model of car introduced, the Organisers reserve the right to accept the cars as seen (GT3 and GT4 cars are exempt from the 5 car production limit.)
- b) the wheelbase is within 30mm of the original road car
- c) the chassis is fundamentally that of the original road car

5.2.5 Lightweight Car Class D

A Lightweight car meets the three criteria as per Section 5.2.4 and relies on light weight for performance. Typical examples can be identified as Caterham's, Aerial Atom's or those of similar construction. Derivatives of Sports Racing Cars which have been registered for road use do not qualify for this or any other class in the Championship.

5.2.6 Four Seater Car Class E

Originally designed as road car with the provision of a minimum of four adult size seats and which meets the three criteria as per Section 5.2.4. (i.e. A Porsche 911 would not be eligible but a BMW M3 would be acceptable.)

5.2.7 Silhouette Car Class F

A Silhouette Car is a car specially designed for racing which has the silhouette of a vehicle of which at least 2,500 identical examples have been manufactured (or registered) within a 12 month consecutive period for Road use. The definition of Silhouette is in current NCR Ch.1 App.1 Definition & Nomenclature.

The organisers reserve the right to admit specially constructed racing cars designed to accommodate four seats where they consider them to be within the spirit of these regulations.

5.2.8 Invitation Class I

Any car built within the spirit of the Castle Combe GT Championship but does not comply with Class A to F will only be allowed at the Organiser's discretion. Competitors in this class will not be eligible to score championship points

5.2.9 Class Structure

Class A - Modified over 3700cc Sports, GTs, GT3, GT4, Kit Cars

Class B - Modified 2100cc to 3700cc Sports, GTs, GT3, GT4, Kit Cars

Class C - Modified 1601cc to 2099cc Sports, GTs, GT3, GT4, Kit Cars

Class D - Lightweight over 1400cc

Class E - Four Seater any engine size

Class F - Silhouette any engine size

Class I - Invitation

5.2.10 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

5.3 SAFETY REQUIREMENTS:

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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, with the exception of sports cars

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 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, with the exception of sports cars.

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

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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.

All vehicles must comply with NCR Ch.7 and Ch.12.

5.5 CHASSIS:

1. The Chassis / Floor Pan can be reinforced for the fitting /attaching the Roll Over Protection System.
2. The Chassis / Floor Pan can be seam welded.
3. Other than in Class F, the chassis should be fundamentally that of the original road car.

5.6 BODYWORK:

5.6.1 Bulkheads

1. Bulkheads must be sealed to prevent the flow of flames or flammable materials.
2. All holes in bulkheads must be covered with non-flammable material.
3. Bulkhead fittings must be used for all oil, fuel braided hoses passing through bulkheads.
4. Cables / wiring harness passing through bulkheads must be protected and sealed either using appropriate size grommet or plug and socket fitting.

5.6.2 Glass

1. Original glass windows can be replaced with plastic. NCR Ch.7 App.2 Art.22.8 applies.
2. Plain clear plastic film can be applied to all glass windows.
3. Glass sunroof must be removed.
4. 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 150mm x 150mm.
- 5.

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5.6.3 Aerodynamics

1. Aerodynamic devices must not extend longitudinally from the rear bodywork of the vehicle by no more than 100mm. NCR Ch.7 App.2 Art.6.12.
2. Aerodynamic devices must not extend beyond the maximum width of the vehicle. Devices must not exceed the maximum height of any roof or for an open car the maximum height of the ROPS. NCR Ch.7 App.2 Art 6.11.
3. Alternatively extended aerodynamic devices fitted to the rear of the vehicle can extend up to 150mm from the rear bodywork of the vehicle and must comply with an approved FIA Regulation.
4. The fitting of an extended aerodynamic device must be proved by the production of the relevant FIA Homologation Document for the approved championship.

5.6.4 Class F Silhouette Car Bodywork

1. Must be fitted with a windscreen with the same shape and dimensions as the road car on which it is based.
2. Retain the same door apertures of the same shape as the road car upon which they are based.
3. The wheel base must be within 30mm of that of the original road car.

5.7 ENGINE

5.7.1 Engine Choice is free

5.8 SUSPENSION

5.8.1 Dimensions

1. Wheel base must be within 30mm of the original road car model.
2. The minimum ride height of the vehicle as measured with the driver and driver safety equipment shall be 40mm.

5.8.2 Suspension component choice is free

5.9 TRANSMISSION

5.9.1 Transmission choice is free

5.10 ELECTRICS

5.10.1 Exterior Lights

1. A minimum of two rear facing red brake lights. Operated only by the brake pedal with no delay.
2. A rear facing red warning light. NCR Ch.7 App.5 Art.6 applies
3. Other lighting may be removed.

5.11 BRAKES

5.11.1 Brake choice is free

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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.
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.
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.

5.13 TYRES

5.13.1 Tyre choice is free

5.13.2 Use of tyre warming devices is prohibited, entries found to do so will start from the pit lane and be referred to the Clerk of the Course

5.14 WEIGHT

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. Permitted Fuel in accordance with NCR Ch.8 App.1 Art.1.7.a or Art.1.7.b
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 the competing car for analysis if required.

5.16 SILENCING

5.15.1 All vehicles must be silenced to the requirements of NCR Ch.7 App.8 Art.2 applies.
Maximum Noise level is 108 dBA. In addition, the noise level produced by the vehicle measured at the location specified in the Track Licence (approximately 16m from the racing

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line), or any other similar position determined by the Organisers, must not exceed 98 dBA. Noise testing as per NCR Ch.7 App.8 Art.3 applies.

All cars built after 31/12/1999 must be fitted with a fully working Catalytic Converter. NCR Ch.7 App.8 Art.1.8 applies.

5.17 COMPETITION 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-obscured 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.

6 RACE ORGANISING CLUB

Castle Combe Racing Club 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.

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- 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 events.

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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.