



2012

THERMEX CLASSIC SALOON & HISTORIC TOURING CAR CHAMPIONSHIP

SPORTING & TECHNICAL REGULATIONS
REGISTRATION FORM



An MSA recognised racing championship Organised By:

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2012 THERMEX CLASSIC SALOON & HISTORIC TOURING CAR CHAMPIONSHIP

1. SPORTING REGULATIONS - GENERAL

1.1 Title & Jurisdiction:

The 2012 THERMEX CLASSIC SALOON & HISTORIC TOURING CAR CHAMPIONSHIP is organised and administered by the BARC in accordance with the General Championship Prescriptions of the Royal Automobile Club Motor Sports Association (MSA) and these Championship Regulations. The organisers reserve the right to issue additional statements clarifying items in the rules and regulations and all such statements will be issued to all registered drivers by posting to the address details on the registration form.

MSA Championship Permit No: **CH2012 / R051**
MSA Championship Grade: **C**

Race Status: **National B**

1.2 Officials:

1.2.1	Co-ordinator:	Nicola Bush	BARC
1.2.2	Drivers Rep:	Andy Johnson	CTCRC
1.2.2	Licensed Eligibility Scrutineers:	Dave Newton Neil White (Dep)	BARC BARC
1.2.3	Championship Stewards:	Dale Wells Bill Coombs Rick Smith Jamie Champkin	BARC BARC BARC BARC

Any three of the above may reach a decision

1.3 Competitor Eligibility:

1.3.1 Entrants where applicable must be in possession of a valid 2012 MSA Entrants Licence.

1.3.2 Drivers must be;

- (i) current racing members of the CTCRC,
- (ii) be current members of the BARC),
- (iii) be registered with the BARC for this championship,
- (iv) hold an MSA competition racing license of at least national B grade and
- (v) at the commencement of each CTCRC race have no more than seven penalty points endorsed on their competition license within the previous twelve months.

1.3.3 All necessary documentation must be presented for checking at all rounds when signing-on.

1.4 Registration:

1.4.1 All drivers must register as competitors for the championship by returning the Registration Form to the Co-ordinator prior to the Final Closing date for the first round being entered. Championship points will only be awarded to competitors who have fully complied with this regulation.

1.4.2 Alternatively, competitors may register 'on line' by visiting the BARC website at www.barc.net. When registering on line competitors should NOT complete and submit the paper version of the registration form (section 7).

1.4.3 The Registration Fee is FREE

1.4.4 Registrations will be accepted from 1st January 2012 until further notice.

1.4.5 Registration numbers will be the permanent Competition numbers for the Championship. Each registered driver will be allocated a permanent number for the season by the CTCRC Registrar in consultation with the Championship Co-ordinator and these will be issued strictly on receipt of a fully completed registration form and registration fee.

- 1.4.6 Official Championship Registration Cards will be issued by the BARC only on receipt of the attached Registration Form.
- 1.4.7 Appropriate CTCRC registration cards must be displayed on the front windshield of each competing vehicle.

1.5 Championship Rounds:

The **2012 THERMEX CLASSIC SALOON & HISTORIC TOURING CAR CHAMPIONSHIP** will be contested over **10** Rounds as follows:

Round:	Date:	Circuit	Organising Club/Centre
1	07-08 April 2012	Snetterton	BARC
2 / 3	05-06 May 2012	Silverstone	BARC
4 / 5	02-03 June 2012	Brands Hatch	BARC
6 / 7	16-17 June 2012	Mallory Park	CTCRC
8	08-09 September 2012	Cadwell Park	BARC
9	22 September 2012	Oulton Park	BARC NW
10 / 11	13-14 October 2012	Pembrey	BARC

- 1.5.1 In accordance with MSA regulation **D11.1**, the organisers reserve the right to amend the published list of dates and rounds, in which case, all registered competitors will be informed of the amendments by Official Bulletins posted to the address specified on the Official Registration Form.

1.6 Scoring:

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

Position	4 or more Starters	3 Starters	2 starters	1 starter
1st	9	9	8	7
2nd	6	6	5	-
3rd	4	4	-	-
4th	3	-	-	-
5th	2	-	-	-
6th	1	-	-	-

1 additional point will be awarded to each competitor who starts from the grid.

1 additional point will be awarded for fastest lap in each class except when there is only one starter in the class unless a new lap record is set.

In the event of a tie for positions for fastest lap competitors will be awarded equal points

- 1.6.2 The totals from all qualifying rounds **less 1** will determine final championship points and positions.
- 1.6.3 Ties shall be resolved using the formula in Regulation **W1.3.4**. (with regard to Class) of the 2012 MSA Yearbook.
- 1.6.4 The Classic Touring Car Racing Club will administer a 'Double Driver' award within the Championship. A Double Driver entry comprises one car driven by more than one driver and must be registered as such with the CTCRC Registrar before it's second race of the season. Each driver must independently comply with the eligibility criteria of Regulation 1.3.2. Only points earned after the Double Driver registration will count towards the team award. A double driver pairing may revert to individual drivers at any time during the season.

1.7 Awards:

- 1.7.1 All awards are to be provided by the BARC
- 1.7.2 Per Round: Garland to Race Winner and Commemorative Award to other class winners.
- 1.7.3 Championship: Trophy to Overall winner

Any driver failing to attend the BARC Championship prize-giving at the end of season (date and venue to be announced in the BARC Startline Magazine) may not be eligible to receive any prizes which may have otherwise have been presented at this function. Such prizes may be withheld and not be represented to any other driver.

- 1.7.4 Bonuses: None

1.7.5 Presentations:
Commemorative Awards and Trophies are to be provided for presentation at the end of each race or at an end of the meeting presentation ceremony. Prizemoney and Bonuses shall be posted to the Entrants within 28 days of the results being declared final after each round.

1.7.6 Entertainment Tax Liability. Not Applicable.

1.7.7 Title to all Trophies:

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

2. SPORTING REGULATIONS - JUDICIAL PROCEDURES

2.1 Rounds: In accordance with **Section C** of the 2012 MSA Yearbook and these Regulations.

2.2 Championship: In accordance with **Section C** of the 2012 MSA Yearbook and these Regulations.

3. SPORTING REGULATIONS - CHAMPIONSHIP RACE MEETINGS & RACE PROCEDURES

3.1 Entries:

3.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry closing dates which shall be 20 days before each round.

3.1.2 In correct 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 Secretary of the Meeting receives the missing or corrected information or fee.

3.1.3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Secretary of the Meeting in writing. If Driver/Vehicle changes are made after publication of Entry Lists with Final Instructions the Competitor concerned must apply for approval of acceptance by the Stewards of the Meeting **BEFORE** signing-on.

3.1.4 The Maximum Entry Fee for each round shall be: As detailed in the SR's for the event in question

3.1.5 There is no provision for Qualification races.

3.1.6 Reserves are to be nominated on the Final List of Entries published with Final Instructions or Amendment Sheet Bulletins. All Reserves will practice and replace withdrawn or retired entries Reserve Number order irrespective of class. If Reserves are given Grid Places prior to issue of the first Grid Sheets for any round the times set in Practice shall determine their grid positions. If Reserves are given places after publication of the grid sheet and prior to cars being collected in Official "Assembly Areas" they will be placed at the rear of the Grid and be started without any time delay. Otherwise, they will be held in the Pitlane and be released to start the race after the last car to take the start has passed the startline or pitlane exit, whichever is the later. Such approval to start **MUST** be obtained from the Clerk of the Course.

3.2 Briefings:

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

3.3 Qualification:

3.3.1 The minimum period of qualifying to be provided is to be as specified in the MSA Regulations in respect of the circuit lengths.

- 3.3.2 Should any Qualifying Session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session to achieve the championship criteria and the decision of the Clerk of the Course shall be final.
- 3.3.3 For races marked (D/Header) in section 1.5., where it is planned to hold two championship races, there shall be a single qualifying session as per 3.3.1. above. The fastest time set in qualifying will set the grid for race 1 and the finishing positions of race 1 will set the grid for race two. DNF's from race 1 will start from the back of the grid in race 2 in reverse order of retirement.

3.4 Qualification Criteria:

Each driver should complete a minimum of 3 laps qualifying in the car to be raced and in the correct session in order to qualify for selection and order of precedence as set out in the MSA Regulation **Q4.5**. The Clerk of the Course and/or Stewards of the Meeting shall have the right to exclude any driver whose qualifying times or driving are considered to be unsatisfactory - as per MSA Regulation **Q4.5**.

3.5 Races:

The standard minimum scheduled distance whenever practicable shall be 20 minutes for a single race event and two 15 minutes for a double race event but should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the Meeting it shall still count as full points scoring round.

3.6 Race Starts:

- 3.6.1 All race start countdowns are to have an elapsed period of approximately 5 minutes from the time all cars are released to form up on the grid to the start of the Race in the formation as specified on the Track Licence for each circuit.
- 3.6.2 There **MAY** be no Green Flag Lap – **where this is the case**, as soon as cars are stationary on the grid the countdown sequence specified below will commence
- 3.6.3 Excessive weaving on the assembly lap to warm-up tyres - using more than 50% of the track width, falling back in order to accelerate and practice starts, are all prohibited.
- 3.6.4 Any cars removed from the grid or driven into pits on the assembly 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 startline or pitlane exit whichever is the later.
- 3.6.5 The Countdown procedures / audible warnings sequence shall be:

Standing Starts:-

1 minute to start of race – visible and audible warning - Start engines / Clear Grid.

30 seconds – visible and audible warning.

A five second board will be used to indicate that the grid is complete. The red lights will be switched on five seconds after the board is withdrawn. The race will start when the red lights are switched off.

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

- 3.6.6 Any drivers unable to start are required to indicate their situation as per MSA Regulation **Q12.13.2**. whereupon the Clerk of the Course will decide if the race start is to be aborted and then re-commenced when the problem is cleared.

3.7 Practice / Qualifying & Race Stops:

- 3.7.1 Should the need arise to stop any **practice or qualifying session**, RED LIGHTS will be switched on at the Startline and RED FLAGS will be displayed at the Startline and at all Marshals Signalling Points around the Circuit. This 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 **pitlane**.
- 3.7.2 Should the need arise to stop any **race**, RED LIGHTS will be switched on at the Startline and RED FLAGS will be displayed at the Startline and at all Marshals Signalling Points around the Circuit. This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the **starting grid** which will automatically become a Parc Ferme area.

Cars should not enter the Pits unless directed to do so or unless repairs are necessary. Work on cars already in the Pits must cease when a race is stopped and may only continue under the control of Scrutineers. Cars which are in the pitlane or who enter the pitlane may ONLY re-start from the pitlane (not the grid) after all other cars have re-started. Non runners at the time of the stoppage (which have been recovered) can re-start from the pitlane behind those referred to above.

3.7.2 **Case A – Less than two laps completed by Race leader.**

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

3.7.3 **Case B – More than 2 laps completed by Race leader but less than 75%**

The race will restart from a grid set out by the finishing order of part one (as per Q5.4.2.). The result of the race will be the finishing order at the end of part two. The length of the restarted race will be determined by the Clerk of the Course.

3.7.4 If the leader has completed more than 75% of the race distance or duration, it shall not be restarted and the results will be declared in accordance with MSA Regulation Q5.4.3., unless the Clerk of the Course in consultation with the Stewards deem it appropriate to restart the race.

3.8 **Re-Scrutiny:**

All vehicles reported involved in contact incidents during races or practice must be re-presented to the Scrutineers before continuing in the races or practice.

3.9 **Pits & Pitlane Safety:**

3.9.1 Pits: Entrants must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.

3.9.2 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 drive at minimum speeds in pitlanes.

3.9.3 Refuelling: May only be carried out in accordance with MSA Regulations Q13, Circuit Management Regulations and the SR's or Final Instructions issued for each Circuit/Meeting.

3.9.4 Pitlane Speed: There will be a **60kph (38mph)** speed limit in all pitlanes at all times.

3.10 **Race Finishes:**

After taking the Chequered Flag drivers are required to: Progressively and safely slow down, remain behind any competitors ahead of them, return to the Pit Lane Entrance/Paddock Entrance as instructed, comply with any directions given by Marshals or Officials and to keep the helmets on and harnesses done up while on the circuit or in the pitlane.

3.11 **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.

3.12 **Timing Modules:**

3.12.1 At all times throughout the event, competing vehicles shall be fitted with a working timing identification module (transponder) as per MSA Regulation Q12.2.1. The model required is a working **AMB / MyLaps TranX 260** direct or battery powered transponder. Competitors with compliant transponders must supply the transponder number on the official entry form. It is the responsibility of the competitor to ensure that the module is working and safely fitted in a suitable position on the vehicle. Failure of the transponder may result in the competing vehicle being untimed.

Temporary transponders may be available for hire (cash only) on the day of the event, for emergency use only, however the number available will be limited.

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

3.13 Safety Car:

At certain events, the Organisers reserve the right to introduce a Safety Car

- 3.13.1 Subject to competitors being briefed in advance, the Clerk of the Course reserves the right to introduce a Safety Car (**G5.2.17**) at any time during a race until such time as the race leader has completed 75% of the scheduled race distance.
- 3.13.2 The Safety Car will be used in accordance with the regulations as laid down in the MSA Regulations (**Section Q, Appendix 2**).
- 3.13.3 The Clerk of the Course may impose a Drive Through Penalty (as per **Q12.6**) or retrospective time penalty upon any Competitor or team who he considers has gained an unfair advantage whether inadvertently or not from a breach of these Safety Car Regulations. If in the opinion of the Clerk of the Course during the event that one Competitor breaches these Safety Car Regulations for the benefit of another Competitor then both may be penalised.

4. CHAMPIONSHIP RACE PENALTIES:

4.1 Infringements of Technical Regulations:

- 4.1.1 Arising from post practice Scrutineering or Judicial Action:
Minimum Penalty: The provisions of MSA Regulations: **C3.3**.
- 4.1.2 Arising from post race Scrutineering or Judicial Action:
Minimum Penalty: The provisions of MSA Regulations: **C3.5.1 (a) and (b)**.

For infringements deemed to be of a more serious nature the Clerk of the Course and/or Stewards of the Meeting are to invoke the provisions of Regulation **C3.5.1 (c)**

- 4.1.3 Additional specific championship penalties: At the discretion of the Championship Stewards.
- 4.1.4 Any competitor found guilty of contravening these Regulations (Sporting or Technical) may be reported to the Stewards of the Championship for possible imposition of further penalties which may include total exclusion from the Championship.

4.2 Infringements of non-technical MSA Regulations and the Sporting Regulations issued for the Championship:

As per 2012 MSA Judicial Procedure Regulations.

2012 THERMEX CLASSIC SALOON & HISTORIC TOURING CAR CHAMPIONSHIP

5. TECHNICAL

5.1 Introduction:

The following technical regulations are set out in accordance with MSA specified format and it should be clearly understood that if the following texts do not clearly state that you can do it, you should adopt the principle that you cannot.

5.2 Description:

5.2.1 Classic Saloon and Historic Touring Cars are four-seater saloon cars marketed before 1st January 1966.

Eligible cars are those complying with these regulations or any vehicle complying with the FIA Appendix K regulations for the current year and eligible for participation in the FIA Historic Touring Car Championship. The acceptance of a particular vehicle as being of saloon configuration and eligibility is subject to the approval of the CTCRC Committee on an annual basis.

The responsibility to prove eligibility is that of the entrant at all times. For clarification of an entrant refer to the MSA Competitors' and Officials' Yearbook. All entrants must produce a Historic Technical Passport (HTP) or Homologation papers stamped by the ASN (where issued) for that vehicle and these must be available for inspection at scrutineering. Where no such paperwork is available, the entrant must produce written confirmation from the CTCRC Committee as to the eligibility of the vehicle model in question. The CTCRC Committee in conjunction with a Licensed Eligibility Scrutineer shall determine matters as to the eligibility and the implementation which may involve photographing any part of the vehicle and performing electrical diagnostics at the scrutineer's discretion.

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

5.2.3 Cars will run in seven classes based on the actual engine capacity, excluding the permitted overbore

Class A	Over 2,700cc
Class B	1,901 – 2,700cc
Class C	1,276 – 1,900cc and Mini over 1270cc and 970S/1071S
Class D	1001cc – 1,275cc
Class E	0 to 1000cc
Class F	Lotus Cortina (see notes 5.7.6 and 5.2.1)
Class G	Invitation Class

5.2.3.1 Invitation Class – The invitation class is designed to allow cars that, whilst not strictly adhering to the regulations, have been prepared sympathetically to the spirit of the championship and with committee approval may race under observation.

Entrants wishing to run in the invitation class must submit a written specification of the car detailing all areas where the car does not comply with these regulations.

This specification will be made available to the eligibility scrutineers for post event checks. Cars will be approved each season on an individual vehicle basis by the CTCRC Committee and the car must not deviate from the submitted specification unless such changes are approved by the CTCRC committee. Any approval may be withdrawn at any time by the CTCRC committee. Invitation class cars are not eligible for overall championship awards .

5.2.4 Cars must be presented to a high standard.

5.2.5 Presentation of a vehicle for scrutineering is a declaration by the entrant that the vehicle is eligible for that event.

5.3 Safety Requirements:

All vehicles must be fitted with a safety roll-over structure as defined in the MSA Yearbook - **Section K**.

Interior fittings, trim and bodywork may be locally modified to allow fitting of the safety roll-over structure rollcage and any doorbars.

5.4 Miscellaneous:

5.4.1 Vehicles may be brought up to any series production specification for that model prior to 1st January 1966. For the avoidance of doubt, 'model' shall mean a vehicle of the same bodyshell shape, size, specification and silhouette.

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

5.4.3 Where these regulations call for original components or pattern parts these must be to the manufacturer's original specifications for that model as catalogued by the manufacturer, or importer, prior to 1st January 1966.

5.4.4 Advertising on vehicles is subject to the requirements set out in MSA Yearbook.

5.4.5 All vehicles must comply with MSA General Technical Regulations and the relevant parts of **Sections J & Q** of the MSA Yearbook except where specified below

5.4.6 Any component listed on the MSA, FIA/FISA (or National equivalent for foreign cars) homologation papers for use in Group One during the series production of that model may be substituted for the original component provided that the substitute part was in production or homologated prior to 1st January 1966.

No component may be substituted which serves to alter the shape or size of the bodyshell and/or panels themselves or increase the capacity of the engine unless specifically allowed by these regulations. Optional equipment is to be submitted to the CTCRC for possible inclusion on a vehicle by vehicle basis.

The responsibility to prove eligibility is that of the entrant at all times

5.4.7 Nuts, bolts, washers and locking devices are free.

5.4.8 The original mirrors may be removed but vehicles must be fitted with at least one externally mounted rear view mirror in accordance with MSA Competitors' and Officials' Yearbook, and at least one interior mirror. The fitment of a wide angle interior rear view mirror is recommended.

5.4.9 Engines may be sealed at any time by a Licensed Eligibility Scrutineer and only by written permission in advance from the CTCRC Committee or a Licensed Eligibility Scrutineer may seals be broken.

5.5 Chassis:

5.5.1 Chassis and chassis members must remain as originally manufactured and lightening or reducing of chassis strength is prohibited.

5.5.2 Addition of material to strengthen the chassis and seam welding is permitted.

5.5.3 Minimum ground clearance without driver is 4" (100mm) excluding exhausts and silencers.

5.5.4 Steering wheels and steering columns are free.

5.5.5 Foot controls and their linkages are free except that the foot operated surface of the brake pedal must be located no more than 4" (100mm) forward or rearward of the original production specification position.

5.6 Bodywork:

5.6.1 Bodywork must be complete and standard in shape and silhouette, material and thickness on all exterior surfaces including all light lenses. Where original materials are unobtainable, local repairs of adequate strength may be made using modern equivalents but replacement of panels with non-original material is prohibited. External trim must be retained except that bumpers may be removed provided that in the event of their removal all supporting devices and brackets as would otherwise protrude beyond the bodywork are also removed. Reworking or modification to exterior bodywork is prohibited but any part of the arch/wing pressing folded into the wheel arch may be deformed, but not removed, to give clearance to the tyres. Any item below the centreline of the wheel must not project beyond a line drawn at 45 degrees to the horizontal and tangential to the bodywork (not including overriders).

- Jaguar Mk 1 & 2 may use accurate replica louvered bonnets as per original "John Coombs" cars

5.6.2 All Internal panels and sub-assemblies must remain as originally manufactured. Strengthening is permitted. Battery trays and their supports may be removed. It is only permitted to make holes in panels for the passage of cables, fuel, water, oil, hydraulic, instrument or fire extinguisher lines.

5.6.3 Interior:

a) These regulations require the retention of the dashboard, all interior door and rear quarter trim forward of the rearmost part of the production seating area and in original or equivalent material of the period. In the habitacle, floor carpets, under felt, sound deadening, headlining, front and rear parcel shelves, centre consoles, the front and rear passenger seats and trim in the boot/luggage compartment may be removed.

b) Instrumentation is free.

c) All window winder mechanisms must be fully operational and function as production. It is permissible to alter electrically operated windows to manual winding operation. Material for side and rear windows is free subject to prevailing MSA requirements.

d) Driver's seat is free subject to prevailing MSA requirements and the driver must be located entirely to one side of the centre line of the car.

e) Heaters and interior ventilation systems may be removed.

5.6.4 The original boot and bonnet fasteners may be removed. Boot and bonnet hinges are free but the bonnet and boot shut lines must be as in production.

5.6.5 Radiator grill slats must not be removed unless they are less than 1" apart and if so alternate slats may be removed.

5.6.6 Vehicle registration marks (number plates) must be displayed front and rear.

5.7 Engine:

5.7.1 The engine must be located in the original position.

5.7.2 Class A (except Ford Mustang and Ford Falcon) and Class F
The original standard production cylinder block must be used or an alternative manufactured by the same manufacturer to the original production specification including but not limited to material, bore, number of main bearings and number of main bearing fasteners and may be rebored up to a maximum of plus 0.065".

- Ford Mustang and Ford Falcon are only permitted to use the standard production block or a pre 1985 standard production (2 bolt mains) 302 cubic inch cast iron cylinder block or that available as part number M6010-A50 and may be rebored up to a maximum of plus 0.065".

Class B, C, D, & E

The cylinder block is free providing it is of the "same family", manufactured by the same manufacturer in the original material and approved by the CTCRC committee. "Same family" means that all removable engine components originally fitted in production to the original standard production block for that car will reassemble directly onto the replacement cylinder block except for the pistons and the crankshaft which may have a different number of main bearings and different stroke and may be rebored up to a maximum of plus 0.065".

- Ford Anglia may use a pre-crossflow production 1,498cc cylinder block.
 - Cortina/Classic may use a crossflow production 1,598cc cylinder block.
 - Class E - Mini and Hillman Imp only – No over-bore allowed, engine must remain original production capacity
- 5.7.3 The cylinder head is free providing it is manufactured by the same manufacturer as the original production component, of the original material, has the original number of valves, ports and plugs, same plug angle, valve angle/port configuration and operating type and fixes directly onto the original standard production cylinder block without modification.
- Ford "Kent" crossflow cylinder head is not permitted.
 - Jaguars may use a straight port head.
- 5.7.4 The crankshaft is free but in Classes A and F the original stroke and same number of bearings must be retained. For classes B, C, D and E the original production bore and stroke for the block in use must be retained excluding permitted overbore.
- 5.7.5 Camshafts, camshaft bearings and drive systems are free provided that they remain in their original positions and are the sole means of operating the valves.
- 5.7.6 In classes B, C, D & E carburation must be that used in the period or equivalent but is otherwise free. Motorcycle carburettors are only permitted in Class G subject to CTCRC Committee approval. In classes A & F the production or homologated carburation must be fitted and it may be "gas-flowed" by polishing and internal removal of metal but the intake and outlet flange dimensions must remain as original.
- Alfa Romeo Giulia Sprint GT may use twin 45DCOE Weber Carbs as fitted to the Ti Super model.
 - Ford Mustang/Falcon may use any Holley 4150 or 4160 (1.6875" Flange dimension) carburettor.
 - Jaguar Mk 1, 2 & S Type may use twin 2" SU carburettors.
 - Ford Lotus Cortina must use twin 40DCOE unless entered to Appendix K in which case must use twin 45 DCOE.
- 5.7.7 Radiators are free but must remain in their original location.
- 5.7.8 Oil coolers and additional water radiators are permitted provided they are located within the periphery of the bodywork.
- 5.7.9 The exhaust system is free subject to MSA requirements.
- 5.7.10 Dry sump oil systems are prohibited.
- 5.7.11 The distributor may be fitted with an after-market spark-triggering device but the distributor must remain in its original position and must maintain its original function. Any additional system which processes information acquired from the ambient conditions and/or the engine is not permitted. The distributor must be the only means of determining ignition advance and retard and must continue to distribute the high-tension spark. The firing order must not be changed. The remainder of the ignition system is free.
- 5.7.12 Forced induction or fuel injection is only permitted if fitted as original equipment. Supercharged or turbocharged engines shall be subject to a capacity equivalent of 1.4:1.
- 5.7.13 Inlet and exhaust manifolds are free.
- 5.7.14 It is permissible to remove metal from cylinder blocks and heads.
- 5.7.15 Any eligible vehicle fitted with a side valve engine may employ a proprietary OHV conversion (cylinder heads, manifolds and carburettors) marketed for that engine before 1st January 1966.
- 5.7.16 Fuel pumps and fuel tanks are free subject to MSA requirements including those vehicles entered to FIA Appendix K specification. Only pump fuel as defined by the MSA Yearbook is allowed and an MSA permitted additive is allowed.
- 5.7.17 All other engine components are free.
- 5.7.18 To allow for scrutineer's wire seals, every installed engine must have 1.6mm (1/16in) holes drilled in at least two adjacent sump bolts and two adjacent rocker/cam cover bolts.

- 5.7.19 Engines may be sealed at any time by a Licensed Eligibility Scrutineer and only by written permission in advance from the CTCRC Committee or a Licensed Eligibility Scrutineer may seals be broken.

5.8 Suspension:

- 5.8.1 Suspension type and spring type must remain unaltered (or pattern parts to the manufacturer's original ispecification) and in the priginal location but may be strengthened. Spring rate and thickness of material is free and Track Control Arms may be modified locally solely for the purpose of adjusting length. They may be strengthened. Bush material is free but spherical bearings, track rod ends or joints are prohibited unless fitted as standard and the original suspension mounting points are to be used without modification. Dampers are free but the original number must be fitted. Lever arm dampers may be changed to telescopic dampers and use new mounting points. Cars with hydrolastic suspension may run additional telescopic dampers.
- 5.8.2 Anti-roll bars, anti-tramp bars, Panhard rods, Watts linkages, lowering blocks and their mountings may be added, and these components only may incorporate spherical bearings or joints. No other additional suspension components are permitted

- 5.8.3 Lotus Cortina Suspension mounting measurement.

Between front strut top mounting bolts (furthest forward measured across engine bay). 1010mm +- 5mm.
Between track control arm inner mountings across front crossmember. 437mm +- 1.5 mm

5.9 Transmission:

- 5.9.1 Except as set out below the gearbox is free but must remain in the original position. No more than four forward ratios are permitted unless supplied as original equipment.
- 5.9.2 Gearboxes and transaxles with rapidly interchangeable ratios, or proprietary racing gearboxes, are prohibited.
- 5.9.3 An additional overdrive gearbox may be fitted.
- 5.9.4 The rear axle must remain in its original position.
- 5.9.5 The rear axle casing must be the original standard production component but may be locally modified.
- 5.9.6 The final drive ratio is free.
- 5.9.7 Mechanical limited slip or torque biasing differentials are permitted.
- 5.9.8 Sequential gearboxes and/or traction control devices are prohibited.
- 5.9.9. Where a differential casing is removable from an axle casing, the differential casing must be regarded as part of the original axle casing and is covered by the same technical regulations.
- 5.9.10 Drive shafts and propshafts are free but may only be made of metallic material.

5.10 Electrical:

- 5.10.1 Electrical equipment is free provided that generator, battery and starter are fitted and in full working order at all times.
- 5.10.2 Headlights, tail lights, stop lights and high intensity rear lights must be fitted and be in full working order.

5.11 Brakes:

- 5.11.1 Brake systems are free save that carbon disks and ABS systems are prohibited. Ducting for the purpose of cooling brakes or removing dust is permitted provided it 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). Modification or removal of brake back plates is permitted.
- 5.11.2 Cars are to be fitted with an operational handbrake.
- 5.11.3 Brake lights must be operational and only operated by the brake pedal without a delay. The high intensity rear light must not be operated by the brake pedal.

5.12 Wheels and Tyres:

- 5.12.1 Road wheels must be fastened by the original number of studs/bolts, split rims are prohibited and material is free. Hubs are free.
- 5.12.2 Wheels must be within 1" diameter of original equipment and all four wheels must be of the same diameter.
- 5.12.3 Tyres: The only permitted tyres are the Dunlop CR65 and no modification to tread pattern or depth is allowed.
- 5.12.4 Maximum permitted rim widths are:
- | | |
|---------|---------|
| Class A | 7.0 ins |
| Class B | 6.0 ins |
| Class C | 5.5 ins |
| Class D | 5.5 ins |
| Class E | 5.5 ins |
| Class F | 5.5 ins |

5.13 Numbers and Decals:

- 5.13.1 Only competition numbers as allocated by the CTCRC Registrar shall be displayed. All numbers are to be displayed in accordance with MSA Regulation **J4.1** and shall remain as allocated until the end of the season in question.
- 5.13.2 All vehicles must display the current CTCRC issued number background without modification, the BARC Shield and any other advertising material associated with a sponsor as required by the CTCRC. Failure to do so may result in exclusion from practice, race and/or results.

6. APPENDICES:

The following Commercial Regulations are “contractual” between the Entrant and / or Driver and the Organisers and / or Promoters and are not considered by MSA. Accordingly, the application of these Commercial Regulations by the Organisers and / or Promoters will not be subject to the Judicial processes of either the Championship Stewards and / or the MSA / MSC.

6.1 Race Organising Clubs and Contacts:

BARC, Thruxton Circuit, Andover, Hampshire SP11 8PN
Tel: 01264 882200 Fax: 01264 882233

Eligibility Scrutineer:
TBC (BARC)

6.2 Commercial Undertakings:

None

6.3 Agreed Waivers:

Refer to the relevant part of Section 5 for details of specific agreed waivers

6.4 Log Books:

A central logbook will be held by the eligibility scrutineers where specific eligibility infringements will be recorded and a copy issued to the entrant at scrutineering.

2012 THERMEX CLASSIC SALOON & HISTORIC TOURING CAR CHAMPIONSHIP

7. REGISTRATION FORM

Please complete in capital letters

NAME OF DRIVER: _____

ADDRESS: _____

_____ POSTCODE: _____

TEL(DAY): _____ (EVE): _____

E MAIL ADDRESS: _____

AGE: _____ DATE OF BIRTH: _____

NATIONALITY: _____

COMPETITION LICENCE No: _____ GRADE: _____

BARC MEMBERSHIP No: (Compulsory) _____ Expiry: _____

CTCRC MEMBERSHIP No: _____ (Compulsory)

NAME OF ENTRANT: _____

ADDRESS: _____
(if different from above)

_____ POSTCODE: _____

TEL(DAY): _____ (EVE): _____

ALL CORRESPONDENCE SHOULD BE SENT TO: DRIVER ENTRANT

CAR: _____ MODEL: _____ CC: _____

CLASS ENTERED: A B C D E F G *

* It is mandatory for Class G cars to approved by the CTCRC Committee before you register for the above championship.

PLEASE NOTE: It is mandatory to be a member of the Classic Touring Car Racing Club before you register for the above championship.

COMPETITION NUMBER: ----- This will be allocated by the CTCRC.

PLEASE COMPLETE REVERSE OF FORM

SIGNATURE OF ENTRANT: _____
(if different from Driver)

SIGNATURE OF DRIVER: _____

TO BE COMPLETED BY ALL APPLICANTS:

I wish to register for the **2012 THERMEX CLASSIC SALOON & HISTORIC TOURING CAR CHAMPIONSHIP** and I declare that the information given above is correct. I understand that should the above information change in any way I will confirm details in writing to the BARC as detailed below.

SIGNED: _____ DATE: _____

ONCE FULLY COMPLETED THIS FORM SHOULD BE RETURNED TO:

The British Automobile Racing Club, Thruxton Circuit, Andover, Hampshire. SP11 8PN.

PRIOR TO THE FIRST RACE ENTERED

If your car is eligible, you can now use this one form to register for additional CTCRC Championships except Classic Thunder / BOSS

✓ Tick or sign all boxes as necessary ENSURING that you register for the correct class each time

AUTOGLYM POST HISTORIC TOURING CAR CHAMPIONSHIP (Pre '74)

CLASS ENTERED: A B C D E F G

Please initial the following box to confirm you have read and agree to abide by the regulations of the Championship specified just above - Competition Num. (if different) _____

HAMMERITE CLASSIC GROUP ONE TOURING CAR CHAMPIONSHIP (Pre '83)

CLASS ENTERED: A B C D E F G

Please initial the following box to confirm you have read and agree to abide by the regulations of the Championship specified just above - Competition Num. (if different) _____

SVG MOTORSPORT PRE '93 TOURING CAR CHAMPIONSHIP

CLASS ENTERED: A B C D E F G

Please initial the following box to confirm you have read and agree to abide by the regulations of the Championship specified just above - Competition Num. (if different) _____