

2010 PLATINUM PRESS CLASSIC THUNDER CHAMPIONSHIP

incorporating THE BLUE OVAL SALOON SERIES

1. SPORTING REGULATIONS - GENERAL

1.1 Title & Jurisdiction:

The 2010 PLATINUM PRESS CLASSIC THUNDER CHAMPIONSHIP *Incorporating* THE BLUE OVAL SALOON SERIES (BOSS) is organised and administered by the British Automobile Racing Club Ltd (BARC) in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) 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: **CHR2010 / 045**

Race Status: **National B**

MSA Championship Grade: **C**

1.2 Officials:

1.2.1	Co-ordinator:	Nicola Bush	BARC
1.2.2	Drivers Reps:	Denis Bassom / Chris Beeney	CTCRC
1.2.3	Licensed Eligibility Scrutineers:	Matthew Godber	BARC
1.2.4	Championship Stewards:	Dale Wells Bill Coombs Rick Smith Robin Knight	BARC BARC BARC 750 Motor Club

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 2010 MSA Entrants Licence.
- 1.3.2 Drivers must be:
- (i) current racing or weekend members of the CTCRC,
 - (ii) current members of the BARC (save for CTCRC weekend members),
 - (iii) 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 2010 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.
- 1.4.5 Official Championship Registration Cards will be issued by the BARC only on receipt of the attached Registration Form.
- 1.4.6 Appropriate CTCRC registration cards must be displayed on the front windshield of each competing vehicle.

1.5 Championship Rounds:

The **2010 PLATINUM PRESS CLASSIC THUNDER CHAMPIONSHIP** will be contested over **11** Rounds as follows:

Round:	Date:	Circuit	Organising Club/Centre
1	03 April 2010	Cadwell Park	BARC
2	08-09 May 2010	Silverstone	BARC
3 / 4	05-06 June 2010	Brands Hatch	BARC
5	27 June 2010	Thruxton	BARC
6	17-18 July 2010	Lydden Hill	CTCRC
7 / 8	21-22 August 2010	Snetterton	BARC
9	25 September 2010	Oulton Park	BARC (NW)
10 / 11	16-17 October 2010	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 *All categories*

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 2** will determine final championship points and positions.
- 1.6.3 Ties shall be resolved using the formula in Regulation Q3.4. (**with regard to class**) of the 2010 MSA Yearbook.

1.7 Awards:

- 1.7.1 All awards are to be provided by the BARC
- 1.7.2 Per Round: Commemorative Award to the Race Winner and to other Class Winners subject to a minimum of two entries per class.

- 1.7.3 **Championship:** A 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 / or Trophies are to be provided for presentation at the end of each race or at an end of the meeting presentation ceremony. Prize money 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.**
In accordance with current government legislation, the BARC is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women.

That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or Eire. This means that, as the organiser, the BARC is required to deduct tax at the relevant rate - currently 23% - from any such payments they may make to non-UK residents. Under certain circumstances, it may be possible for competitors to enter into an agreement with the Inland Revenue to limit the tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before the payment is due.

For further information contact:- The Inland Revenue, Foreign Entertainers Unit, 2nd Floor, Unit I, Princes Gate, Homer Road, Solihull West Midlands Tel: 0121 712 8601 Fax: 0121 712 8662

- 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 2010 MSA Yearbook and these Regulations.
- 2.2 Championship:** In accordance with Section C of the 2010 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 to be run in this Championship.
- 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 start the **GREEN FLAG LAP** or 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 Qualifying:

- 3.3.1 The minimum period of qualification 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 the session or re-run sessions 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 result of the first race will set the grid for the second race. DNF's from race 1 can 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 practice 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 practice 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 a minimum elapsed period of 5 minutes from the time all cars are released to form up on the grid to the start of the Green flag Lap(s) in the formation as specified on the Track Licence for each circuit.
- 3.6.2 The Countdown procedures/audible warnings sequence shall be:

Standing Starts:-

1 minute to start of Green Flag/Pace lap - Start engines / Clear Grid.
30 seconds - Visible and audible warning for start of Green Flag / Pace Lap.

- 3.6.3 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.

- 3.6.4 Any cars removed from the grid after the 3 minute stage or driven into pits on 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 startline or pitlane exit. whichever is the later.
- 3.6.5 Any drivers unable to start the Green Flag/Pace lap or start are required to indicate their situation as per MSA Regulation Q12.13.2. and any drivers unable to maintain grid positions on the Green Flag Lap to the extent that **ALL** other cars are ahead of them, may complete the Green Flag lap but **MUST** remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.
- 3.6.6 Excessive weaving to warm-up tyres - using more than 50% of the track width, and falling back in order to accelerate and practice starts, is prohibited.
- 3.6.7 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.

3.7 Practice / 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.

- 3.7.3 Case A - Less than two laps completed by Race Leader

The race will be null and void. The race will re-start from the original grid positions. Competitors unable to take the re-start may be replaced by nominated reserves who will start from the pitlane in reserve number order and in front of any other pitlane starter. Gaps on the grid should not be closed up. The length of the re-started race will be determined by the Clerk of the Course.

- 3.7.4 Case B - More than two laps completed by Race Leader but less than **75%** of Race Distance:

The race will restart from a grid set out by the finishing order of part one (as per Q5.4.3). The final result of the race will be the finishing order of part two. The length of the re-started race will be determined by the Clerk of the Course.

- 3.7.5 If the leader has completed more than **75%** of the race distance or duration it shall not usually be re-started (as per Q5.4.3). If not re-started the results will be based on the order of crossing the finish line at one lap less than at the time of first showing the Red Flag. Only cars which are under their own power at the showing of the Red Flag will be classified.

3.8 Re-Scrutiny:

All vehicle 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 the MSA Regulations Q13, Circuit Management Regulations and the SR's or Final Instructions issued for each Circuit/Meeting.

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 All competitors will be required to fit an Electronic Self Identification Module (Transponder) as per Q12.2.1. to their car for the purposes of accurate timing. Holders for these and detailed fitting instructions will be issued with the transponders and it will be the responsibility of the competitor to fit these in the car in the position and manner specified. The Modules must be in place and functioning correctly for all Championship qualifying practice sessions and races. The setting and servicing of these items must only be carried out by properly authorised MSA licensed Timekeepers. Competitors will be charged by the timing company for replacement of the Modules due to misuse or loss at any time during the season.
- 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. Where this is the case, specific written regulations concerning the use of a Safety Car will be available at sign-on.

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 2010 MSA Judicial Procedure Regulations.

5. TECHNICAL REGULATIONS:

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. If in doubt on any of the above seek the advice of the CTCRC Committee.

5.2 Description:

- 5.2.1 "Classic Thunder Cars" are Saloon, Coupe, Hatchbacks and Estate cars based on the standard fibreglass or steel production shell and designed to carry at least four people which were marketed before **2004 (or 2010 for the Blue Oval category)**. All cars are subject to approval by the CTCRC Committee. Cars not complying with these criteria may be eligible, subject to CTCRC Committee approval.

The responsibility to prove eligibility is that of the entrant at all times. All entrants must produce HTP / Homologation papers stamped by the ASN where issued for that vehicle. Where no such paperwork is available, the entrant must produce written confirmation from the CTCRC Committee as to the permitted eligibility of the vehicle model in question. The CTCRC Committee in conjunction with the Championship Eligibility Scrutineer thereof shall determine matters as to the eligibility and the implementation of 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 Classes

5.2.3.1 **Classic Thunder / Hot Saloons category**

Cars will run in seven classes based on actual capacity plus equivalency factor, plus various modification based penalties and bonuses.

Class A2	Classic Thunder - 3,601cc and over
Class A4	All 4WD cars
Class B	Classic Thunder - 2,901cc to 3,600cc
Class C	Classic Thunder - 2,151cc to 2,900cc Hot Saloons – 3,601cc and over
Class D	Classic Thunder - 1,701cc to 2,150cc Hot Saloons - 2,901cc to 3,600cc
Class E	Classic Thunder - 1,401cc to 1,700cc Hot Saloons - 2,151cc to 2,900cc
Class F	Classic Thunder - Up to 1,400cc Hot Saloons - Up to 2,150cc

The following rules also apply cumulatively;

- Forced induction is subject to an equivalency factor of 1.7
- Rotary engines are subject to an equivalency factor of 1.8
- Cars on List 1a or 1b tyres move down one class. (Classic Thunder category only).
- Cars running sequential gearboxes move up one class.
- Cars with any original suspension mounts not visible (see section 5.8) move up one class.

Note that class moves are cumulative. EG If you are running a sequential gearbox and the original suspension pickup points aren't visible then you move up TWO classes.

Please also be advised to check section 5.15 for any additional weight penalties that may also be incurred.

5.2.3.2 **Blue Oval category**

Ford Cars only will run in six classes based on actual capacity plus equivalency factor and level of modification.

Classes 1,2, 3 and 5 are modified.

Class 1 Over 2150cc and includes ALL Cosworth models and ANY vehicle using the Cosworth turbo unit except cars with four wheel drive.

Class 2 1,701cc to 2,149cc and ALL Escort and Fiesta RS Turbo models.

Class 3 1,299cc to 1,700cc

Class 4 1,299cc to 1,700cc running to Group N specification in accordance with the technical regulations set out in the F.I.A Yearbook (Yellow Book) The cars must comply with all aspects of Group N except for any modifications allowed in these regulations.

Class 5 All four wheel cars

Class 6 By Invitation only of the CTCRC committee.

5.2.4 Cars must be presented to a high standard.

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

5.3 Safety Requirements:

All vehicles regardless of engine capacity must be fitted with a full rollcage to a minimum of MSA Yearbook drawing K5 or K6 and safety doorbars are mandatory. All vehicles must comply with the minimum prevailing MSA safety requirements.

Any cars running non-steel doors must run double door bars on the drivers side, either crossed or parallel.

5.4 Miscellaneous

5.4.1 Where original materials are unobtainable, local repairs of adequate strength may be made using modern equivalents.

5.4.2 Vehicles may be brought up to any series production specifications for that model prior to 1st January 2004.

5.4.3 Where these regulations call for original components or pattern parts these must be to the manufacturers original specifications for that model as catalogued by the manufacturer, or importer, prior to 1st January 2004.

5.4.4 Advertising on vehicles is subject to requirements set out in MSA Yearbook H29.1.2 & 3.

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 Nuts, bolts, washers and locking devices are free.

5.4.7 Vehicles must be fitted with at least one externally mounted rear view mirror.

5.4.8 To allow for scrutineers' 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.

5.4.9 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.

5.4.10 For the avoidance of doubt the reference to 'model' in 5.4.2 hereof shall be taken to mean a vehicle of the same bodyshell shape, size, specification and silhouette.

5.4.11 Competition numbers as allocated by the CTCRC shall be displayed in accordance with MSA Regulation J.4.1 and shall remain as allocated until the end of the season in question.

5.4.12 All vehicles must display the current CTCRC issued number roundels without modification, the BARC Shield and any other advertising material associated with a Championship sponsor as required by the CTCRC.

5.4.13 Unless specifically permitted in these regulations, all components must be to original specification. Any component listed on the MSA, FIA or FISA (or national equivalent for foreign cars) homologation papers for use in Group N, Group 1, Group A and Group 2 during the series production of that model may be substituted for the original production component which was in production or homologated prior to 1st January 2004. The responsibility to prove eligibility is that of the entrant at all times.

5.4.14 For the Blue Oval category a cut off date of 1st January 2010 applies, not 1st January 2004.

5.5 Chassis:

- 5.5.1 The standard floorpan, sills, bulkheads and roof must remain exactly as produced by the manufacturer in construction, dimension and material.
- 5.5.2 It is prohibited to remove or relocate any fixed panels from the standard floor pan, front or rear inner wings, front bulkheads (engine to habitacle) but they may be locally modified for the sole purpose of mounting or giving clearance to suspension components. Inner wings may also be modified to allow the attachment of shock absorber mountings and to provide additional wheel/tyre clearance, but may not be removed.
- 5.5.3 It is only permitted to make holes for the passage of cables, fuel, water, oil, hydraulic, instrument or fire extinguisher line. All redundant holes must be covered with metal plates. Nothing must interfere with, conceal or negate 5.5.2.
- 5.5.4 Reinforcing of the chassis is allowed.
- 5.5.5 Bulkheads and inner wings (subject to 5.5.2) may only be modified to permit the clearance of the induction system. This shall be understood to include air induction ducting, manifolding, trumpets, ram pipes for engine carburation or fuel injection system only. A maximum clearance dimension of 3" is allowed.
- 5.5.6 ***Engine mountings and support members may be changed for alternative units and may be Chassis mounted as long as the engine remains in its original position plus or minus 3".***
- 5.5.7 ***Transmission tunnel and tunnel apertures may be enlarged to ease the fitment of larger transmissions.***
- 5.5.8 ***The boot floor between the chassis rails and rear of the rear axle maybe modified to accept fuel and oil systems using alternative materials.***
- 5.5.9 ***The rear bulkhead (habacle to boot, Saloon/Coupe cars) may be made from an alternative material and relocated from the original.***
- 5.5.10 ***It is permitted to seam weld the shell.***
- 5.5.11 ***Ground Clearance: Under no circumstance can any part of the bodywork or of the suspended part of the car be below a horizontal plane passing 40m/m above the ground.***
- 5.5.12 ***Wheelbase must remain as per the original car within a tolerance of +/-2".***

The following regulations are specific to cars competing in the “Classic Thunder” category –

5.6 Bodywork:

- 5.6.1 With the exception of the following, no modifications allowed to external or internal body panels, chassis or unitary construction:
- a) Replacement of the front and rear wings and front body panels by lightweight material panels is permitted provided they exactly retain the standard silhouette in side elevation and don't extend the production (not homologated) wheelarch by more than 4". Bonnet lid, boot lid and door panels may be replaced by lightweight material providing they exactly retain the original standard shape and outline except for bonnet bulges, bonnet scoops and blending to wheelarches.
 - “Front” is defined as the point forward of the baseline of the windscreen,
 - “Rear wing” is defined as being in the area below the baseline of the windows and rearward of the line of the rearmost side door opening.
 - b) The removal of all exterior chrome/decorative parts is allowed.
 - c) Headlights must be fitted in the original location, but not necessarily the original headlight unit for the vehicle entered.
 - d) Standard wings, if retained, may be modified by working the original metal and/or fitting wing extensions which must be over the tyre in accordance with Vehicle Regulations.
 - e) It is permissible to cut holes in the rear wing extensions of 6" square maximum to accommodate oil coolers. The holes must be parallel and vertical. Wheels and tyres must not be visible through the apertures.
 - f) Plastic is permitted for side and rear windows. Windscreens must be either laminated or of plastic at least 4mm thick.
 - g) Spoilers of standard dimensions and air dams are permitted below the level of the road wheel centres providing they do not protrude beyond the coachwork in plan view including bumper, grill, etc.
 - h) Rear aerofoils, excluding mounting pylons, must be able to fit through a box 12" x 7.5" and be contained within the plan view of the car.
 - i) Aftermarket bodykits may be fitted provided they are validated by the CTCRC committee and the engine bonnet may be raised at the rear by a maximum of 1/2" (13mm).
 - j) It is prohibited to cut holes in any panels unless specifically permitted.
 - k) Brake/stop lights must be operational on all cars. The stop lights must only work as a result of applying the brakes and the fitting of any other type of other switching device is prohibited.
 - l) A horizontal front spoiler/splitter may be fitted to the bottom edge of the front bodywork but may not extend more than 75mm beyond the original plan view, may not exceed the width of the car across the front wheel arches and must form part a continuous part of the original bodywork.
- 5.6.2 Interior:
- a) The driver's seat is unrestricted but should incorporate a head restraint.
 - b) It is permitted to remove the floor carpets, underfelt, sound insulation, head lining, rear seats and front passenger seats.
 - c) It is permitted to carry out modifications on the window winders, instrument panel and all the driving controls.
 - d) The driver must be located completely to one side of the centre line of the car.

5.7 Engine:

- 5.7.1 ***The engine block is subject to the following –***
- a) ***It is based on a production block from a model eligible for the series.***
 - c) ***It must remain on the original side of the front and rear bulkheads and orientated as fitted in production.***
- 5.7.2 Cylinder head/s are free and the replacement of all mechanical components is permitted. Modification to all components is permitted.
- 5.7.3 Oil coolers and additional water radiators are permitted provided they are located within the periphery of the bodywork.
- 5.7.4 Fuel injection is unrestricted and permitted whether fitted as standard or not.

5.7.5 Intake and exhaust manifolds and systems are unrestricted.

5.7.6 Forced induction:

- a) ***Forced induction systems are acceptable on all models. On models originally fitted with such a system it can be removed and replaced with carburettor or fuel injection and the engine re-classified.***
- b) Intercoolers are free, but must fit within the periphery of the bodywork.
- c) Boost pressure is free as is water injection.

5.8 Suspension

5.8.1 Pick up points must be retained although not necessarily used. Otherwise, suspension is unrestricted except for a live axle in which case:

- a) A live axle can be replaced by a live axle from any manufacturer
 - b) A live axle can be replaced by a dead axle from the same manufacturer and family of car.
- If any of the original pick up points are not retained then move up one class.

5.9 Transmission

5.9.1 Clutch is free but must be entirely mechanically/hydraulically operated.

5.9.2 Gearbox is free but electronic operation is prohibited unless fitted as standard. The gearbox tunnel may be modified to accommodate the gearbox.

5.9.3 Automatic gear changing mechanisms to manual gearboxes, any form of launch control device and non-standard overdrive or "range changer" device are prohibited

5.9.4 Final drive ratio is free and a mechanical limited slip differential is permitted but electronic traction control devices are prohibited.

5.9.5 Transaxles are prohibited unless fitted to the original standard model.

5.9.6 Sequential gear change is permitted but moves up one class.

5.9.7 4WD cars may only run in class A4.

5.10 Electrical

5.10.1 Electrical equipment is free provided that a generator, battery and starter are fitted and in full working order at all times.

5.10.2 Headlights, tail lights, stop lights. high intensity rear light and windscreen wiper must be fitted and in full working order.

5.11 Brakes

5.11.1 Brake systems are free except that carbon disks are prohibited.
Ducting for the purpose of cooling brakes or removing dust is permitted and holes may be made in inner wheel arches for the passage of brake ducts.

5.11.2 Brake lights must be operational and operated only 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 Wheels and tyres must fit within the confines of the bodywork as set out in the MSA general regulations.

5.12.2 Use of tyre warmers is prohibited.

5.12.3 Tyres are unrestricted subject the following –

- a) For list 1b tyres and slicks the compound of tyre must be listed by the tyre manufacturer as medium, or harder, for saloon car circuit applications.
- b) For wet (non list 1b) tyres the compound of tyre must be listed by the tyre manufacture as medium, or harder, for saloon circuit wet applications.

5.15 Weights

Weights by actual capacity plus equivalency. These are true minimum weights with no tolerance and all cars must comply at all times, minus driver. Ballast is permitted to achieve these minimum weights but weight may only be removed within the limits of the modifications detailed within these regulations. Ballast must be securely attached within the habitacle and attachment bolts predrilled for the purpose of attaching scrutineers wire seals.

The total weight of ballast carried must be declared in the scrutineering log book and be in position at all times during practice and racing.

Actual capacity plus equivalency factor not exceeding:

1000cc 443kg	3000cc 828kg	5000cc 1,048kg
1100cc 487kg	3100cc 840kg	5100cc 1,058kg
1200cc 532kg	3200cc 852kg	5200cc 1,068kg
1300cc 576kg	3300cc 864kg	5300cc 1,078kg
1400cc 597kg	3400cc 876kg	5400cc 1,088kg
1500cc 618kg	3500cc 888kg	5500cc 1,098kg
1600cc 640kg	3600cc 900kg	5600cc 1,108kg
1700cc 656kg	3700cc 912kg	5700cc 1,118kg
1800cc 672kg	3800cc 924kg	5800cc 1,128kg
1900cc 688kg	3900cc 936kg	5900cc 1,138kg
2000cc 704kg	4000cc 948kg	6000cc 1,148kg
2100cc 717kg	4100cc 958kg	
2200cc 730kg	4200cc 968kg	
2300cc 742kg	4300cc 978kg	
2400cc 755kg	4400cc 988kg	
2500cc 768kg	4500cc 998kg	
2600cc 780kg	4600cc 1,008kg	
2700cc 792kg	4700cc 1,018kg	
2800cc 804kg	4800cc 1,028kg	
2900cc 816kg	4900cc 1,038kg	

Engine capacities exceeding 6000cc:- add 10kg per 100cc. e.g. 7000cc minimum weight = 1,248kg

Multivalve cars (ie with more than two valve per cylinder) will be subject to an additional minimum weight penalty of 5%.

Cars running in Class A4 will also be subject to an additional weight penalty of 10%.

“Hot Saloons” category

The following regulations are specific to cars competing in the “Hot Saloons” category –

5.6 Bodywork

- 5.6.1 With the exception of the following, no modifications allowed to external or internal body panels, chassis or unitary construction:
- a) Replacement of the front and rear wings and front body panels by lightweight material panels is permitted provided they exactly retain the standard silhouette in side elevation and don't extend the production (not homologated) wheelarch by more than 4". Bonnet lid and boot lid may be replaced by lightweight material providing they exactly retain the original standard shape and outline except for bonnet bulges, bonnet scoops and blending to wheelarches.
 - “Front” is defined as the point forward of the baseline of the windscreen,
 - “Rear wing” is defined as being in the area below the baseline of the windows and rearward of the line of the rearmost side door opening.
 - b) The removal of all exterior chrome/decorative parts is allowed with exception of the complete radiator grill.
 - c) Headlights must be fitted in the original location, but not necessarily the original headlight unit for the vehicle entered.
 - d) Standard wings, if retained, may be modified by working the original metal and/or fitting wing extensions which must be over the tyre in accordance with Vehicle Regulations.
 - e) It is permissible to cut holes in the rear wing extensions of 6" square maximum to accommodate oil coolers. The holes must be parallel and vertical. Wheels and tyres must not be visible through the apertures.
 - f) Plastic is permitted for side and rear windows. Windscreens must be laminated glass.
 - g) Spoilers of standard dimensions and air dams are permitted below the level of the road wheel centres providing they do not protrude beyond the original coachwork in plan view including bumper, grill, etc.
Ground effect and other aerodynamic devices including but not limited to venturi effect devices, side skirts and flat panel bottoms are prohibited.
 - h) Aftermarket bodykits may be fitted provided they are validated by the CTCRC committee and the engine bonnet may be raised at the rear by a maximum of 1/2" (13mm).
 - i) It is prohibited to cut holes in any panels unless specifically permitted.
 - j) Brake/stop lights must be operational on all cars. The stop lights must only work as a result of applying the brakes and the fitting of any other type of other switching device is prohibited.
 - k) A horizontal front spoiler/splitter may be fitted to the bottom edge of the front bodywork but may not extend more than 75mm beyond the original plan view, may not exceed the width of the car across the front wheel arches and must form part a continuous part of the original bodywork.

5.6.2 Interior:

- a) The driver's seat is unrestricted but should incorporate a head restraint.
- b) It is permitted to remove the floor carpets, underfelt, sound insulation, head lining, rear seats and front passenger seats.
- c) It is permitted to carry out modifications on the window winders, instrument panel and all the driving controls.
- d) The driver must be located completely to one side of the centre line of the car.

5.7 Engine:

- 5.7.1 The engine block must be identical to the item originally fitted to the model.
- 5.7.2 The Cylinder head must be externally identifiable and of the original composition in terms of material type, number and angle of valves and number of camshafts as that fitted to the original model.
- 5.7.3 Oil coolers and additional water radiators are permitted provided they are located within the periphery of the bodywork.
- 5.7.4 Fuel injection is unrestricted and permitted whether fitted as standard or not.

- 5.7.5 Intake and exhaust manifolds and systems are unrestricted.
- 5.7.6 For turbocharged cars, the intercooler must be an item from an original production car eligible for the series but not necessarily original to the vehicle being entered.
- 5.7.7 All forced induction engines must be fitted with the original equipment manifolds, supercharger and turbo units but use of a pattern replacement turbo unit is permitted provided it is of the same capacity as the original.

5.8 Suspension

- 5.8.1 All original suspension pickup points must be used. The only exception being strut top mounts which may be moved to adjust camber and/or castor. Otherwise, suspension is unrestricted except for a live axle in which case:
- A live axle can be replaced by a live axle from any manufacturer
 - A live axle can be replaced by a dead axle from the same manufacturer and family of car.
- If any of the original pick up points are not retained then move up one class.

5.9 Transmission

- 5.9.1 Clutch is free but must be entirely mechanically/hydraulically operated.
- 5.9.2 The gearbox is of H pattern selection type. The number of forward and reverse gears, gear box housing and final drive housing (if applicable) must be as identical to the original model. Alternate ratios are allowed.
- 5.9.3 Automatic gear changing mechanisms to manual gearboxes, any form of launch control device and non-standard overdrive or "range changer" device are prohibited
- 5.9.4 Final drive ratio is free and a mechanical limited slip differential is permitted but electronic traction control devices are prohibited.
- 5.9.5 Transaxles are prohibited unless fitted to the original standard model.
- 5.9.6 Sequential gear change is not permitted.

5.10 Electrical

~~Electrical generators may be disconnected or removed.~~ Headlights, tail lights, stop lights, high intensity rear light and windscreen wiper to prevailing MSA requirements must be fitted and in full working order at all times. All other electrical equipment not previously mentioned is free.

5.11 Brakes

- 5.11.1 Brake systems are free except that carbon disks are prohibited.
Ducting for the purpose of cooling brakes or removing dust is permitted and holes may be made in inner wheel arches for the passage of brake ducts.
- 5.11.2 Brake lights must be operational and operated only 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 Wheels and tyres must fit within the confines of the bodywork as set out in the MSA general regulations.
- 5.12.2 Use of tyre warmers is prohibited.
- 5.12.3 Tyres must be from list 1a or list 1b and are subject to the compound of tyre must be listed by the tyre manufacturer as medium, or harder, for saloon car circuit applications.

5.15 Weights

Weights by actual capacity plus equivalency. These are true minimum weights with no tolerance and all cars must comply at all times, minus driver. Ballast is permitted to achieve these minimum weights but weight may only be removed within the limits of the modifications detailed within these regulations. Ballast must be securely attached within the habitacle and attachment bolts predrilled for the purpose of attaching scrutineers wire seals.

The total weight of ballast carried must be declared in the scrutineering log book and be in position at all times during practice and racing.

Actual capacity plus equivalency factor not exceeding:

1000cc 443kg	3000cc 828kg	5000cc 1,048kg
1100cc 487kg	3100cc 840kg	5100cc 1,058kg
1200cc 532kg	3200cc 852kg	5200cc 1,068kg
1300cc 576kg	3300cc 864kg	5300cc 1,078kg
1400cc 597kg	3400cc 876kg	5400cc 1,088kg
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1600cc 640kg	3600cc 900kg	5600cc 1,108kg
1700cc 656kg	3700cc 912kg	5700cc 1,118kg
1800cc 672kg	3800cc 924kg	5800cc 1,128kg
1900cc 688kg	3900cc 936kg	5900cc 1,138kg
2000cc 704kg	4000cc 948kg	6000cc 1,148kg
2100cc 717kg	4100cc 958kg	
2200cc 730kg	4200cc 968kg	
2300cc 742kg	4300cc 978kg	
2400cc 755kg	4400cc 988kg	
2500cc 768kg	4500cc 998kg	
2600cc 780kg	4600cc 1,008kg	
2700cc 792kg	4700cc 1,018kg	
2800cc 804kg	4800cc 1,028kg	
2900cc 816kg	4900cc 1,038kg	

Engine capacities exceeding 6000cc:- add 10kg per 100cc. e.g. 7000cc minimum weight = 1,248kg

Multivalve cars (ie with more than two valve per cylinder) will be subject to an additional minimum weight penalty of 5%

"Blue Oval" category

The following regulations are specific to cars competing in the "Blue Oval" category –

5.6 Bodywork – Exterior - CLASSES 1,2, 3 and 5

- 5.6.1 With the exception of the following, no modifications allowed to external or internal body panels, chassis or unitary construction:**
- 5.6.2 Replacement of the front and rear wings and front body panels by lightweight material panels is permitted provided they exactly retain the standard silhouette in side elevation and don't extend the production (not homologated) wheel arch by more than 4". Bonnet and tailgate/boot lid may be replaced by lightweight material providing they exactly retain the original standard shape and outline except for bonnet bulges, bonnet scoops and blending to wheel arches. Bonnet apertures are permitted to relieve under bonnet heat. Louvre must be fitted in the aperture and only two are allowed in any bonnet. One piece front end assemblies are prohibited.**
- **"Front" is defined as the point forward of the baseline of the windscreen,**
 - **"Rear wing" is defined as being in the area below the baseline of the windows and rearward of the line of the rearmost side door opening.**
- 5.6.3 The removal of all exterior chrome/decorative parts is allowed with exception of the complete radiator grill and front and rear bumpers which may be made from alternative materials providing the basic size and shape are retained.**
- 5.6.4 Headlights must be fitted in the original location, but not necessarily the original headlight unit for the vehicle entered.**
- 5.6.5 Standard wings, if retained, may be modified by working the original metal and/or fitting wing extensions which must be over the tyre in accordance with Vehicle Regulations.**
- 5.6.6 Not used**
- 5.6.7 Plastic is permitted for side and rear windows. Holes may be cut in the rear or side window for de-misting. Ducts may only be fitted to side window for cooling the driver and de-misting purposes so long as they do not impede the sight line between the competitor and the rear view mirror and nor shall they impede the competitors vision of flag signals, etc. Windscreens must be of a laminated type.**
- 5.6.8 A horizontal front spoiler/splitter may be fitted to the bottom edge of the front bodywork but may not extend more than 50mm beyond the original plan view including bumper and may not exceed the width of the car across the front wheel arches. The splitter may be a separate item but must be securely attached to the vehicle.**
- 5.6.9 Non standard side skirts are allowed to be fitted to Class 1 and Class 5 cars only. Minimum ground clearance must be maintained at all times. Side skirts must not impede the opening of the door/s and must remain below the centre line of the wheels, they may be no wider than the wheel arches as defined in regulation 5.6.2 and must not extend underneath the car beyond the joint of the sills and floor plan. Side Skirts are to be regulated by the CTCRC. All other classes may run side skirts provided they are fitted as standard to the original vehicle or made available by Ford for that model.**
- 5.6.10 Fitment of aerofoils is prohibited unless fitted as standard to the original vehicle or made available by Ford for that model. With the exception of Class 1 and Class 5 where the aerofoils, (excluding mounting pylons) must be able to fit through a box 9 X 5" and be contained within the original production plan view of the car. Non standard aerofoils may not extend above the roofline.**
- 5.6.11 It is prohibited to cut holes in any panels unless specifically permitted.**
- 5.6.12 Brake/stop lights must be operational on all cars. The stop lights must only work as a result of applying the brakes and the fitting of any other type of other switching device is prohibited.**

- 5.6.13** *The silhouette of the vehicle above the centre line of the wheels must remain as original for that model with the exception of rear spoilers and roof mounted air vents.*
- 5.6.14** *Roof mounted air vents are permitted.*
- 5.6.15** *Ground clearance to the chassis, cross members or gearbox mounting shall be no less than 90mm.*
- 5.6** **Bodywork – Exterior – CLASS 4**
- 5.6.16** *No modifications to the exterior bodywork are permitted except that the original bonnet and tailgate /boot fasteners maybe replaced and the hinges maybe removed. The bonnet and boot shut lines must be as in production.*
- 5.6** **Bodywork - Interior**
- 5.6.15** *The driver's seat is unrestricted but should incorporate a head restraint. (not mandatory)*
- 5.6.16** *It is permitted to remove the floor carpets, underfelt, sound insulation, head lining, kick panels, parcel shelves, rear seats and front passenger seats.*
- 5.6.17** *It is permitted to carry out modifications on the window winders, instrument panel and all the driving controls. Additional instruments may be added. Steering wheels may be changed.*
- 5.6.18** *The driver must be located completely to one side of the centre line of the car.*
- 5.6.19** *Door and rear quarter trims must be retained but may be made from an alternative material.*
- 5.6.20** *The removal of the heater, heater controls and audio systems is permitted.*
- 5.6.21** *It is permitted to remove material from the dashboard for the fitment of the roll cage.*
- 5.7** **Engine - CLASSES 1,2, 3 and 5**
- 5.7.1** *The engine block and cylinder head must be manufactured by the Ford Motor Company.*
- 5.7.1.1** *The engine block must be externally identifiable and of the original material composition as that fitted to the original model. It must remain on the original side of the front and rear bulkheads and orientated as fitted in production.*
- 5.7.1.2** *The engine must remain in its original position plus or minus 3" in the vertical or horizontal plane.*
- 5.7.1.3** *The engine block must remain in its original configuration as fitted to the standard model.*
- 5.7.2** *Cylinder head/s are free and the replacement of all mechanical components other than cylinder block is permitted. Modification to all components is permitted.*
- 5.7.2.1** *All internal engine components are free from the standard item.*
- 5.7.2.2** *The 16 valve Cosworth head, used in normally aspirated form may be utilised on class 2, 3 and 5 vehicles.*
- 5.7.3** *Oil coolers and additional water radiators are permitted provided they are located within the periphery of the bodywork.*
- 5.7.4** *Fuel injection is unrestricted and permitted whether fitted as standard or not.*
- 5.7.4.1** *Carburettors are free as are air filters.*
- 5.7.5** *Intake and exhaust manifolds are free but must be of a bolt on type unless cast by the manufacturer.*

- 5.7.6 Not used.**
- 5.7.7 Radiators are free providing it remains in the original location.**
- 5.7.8 Water injection is permitted.**
- 5.7.9 Ignition systems are free.**
- 5.7.10 Intercoolers are free provided they remain within the periphery of the vehicle.**
- 5.7.11 'Dry' sump oil systems are permitted.**

Modifications prohibited.

- 5.7.10 It is prohibited to pass any part of the exhaust system through the habacicle.**
- 5.7.11 The application of any other media into the engine is prohibited.**

5.7 Engine - CLASS 4

- 5.7.12 The engine block maybe rebored up to maximum of plus 1.5mm. Pistons must remain as standard except that the piston diameter maybe up to plus 1.5mm.**
- 5.7.13 Aftermarket pattern camshafts are permitted but must be to the original production specification including but not limited to lift and dwell.**
- 5.7.14 The cylinder head must remain as standard. Cleaning and decoking is permitted but porting, polishing or any other modifications are prohibited.**
- 5.7.15 Standard valve lifters, including hydraulic lifters must be used.**
- 5.7.16 Vernier timing gears are not permitted.**
- 5.7.17 The standard exhaust manifold must be used and may not be ported or polished.**
- 5.17.8 The original production type of induction must be used. No modifications are permitted to carburettors except that jetting is free. No modifications are permitted to fuel injection systems except that injectors maybe replaced with uprated items. Electronic engine management systems are free on those cars originally equipped with electronic engine management systems.**
- 5.17.9 The original production airbox must be used but the air filter is free provided it fits within the original airbox.**
- 5.7.10 All other engine components must remain standard or to Group N rules.**

5.8 Suspension CLASSES 1,2, 3 and 5

- 5.8.1 Modifications permitted**
- 5.8.2. Adjustable replacement coil over shock absorbers of a similar character and operation are permitted**
- 5.8.3 It is permitted to install 4/5/6 link rear suspension to the Mk1 & 2 Escort.**
- 5.8.3.1 The rear floor area maybe re-worked to accept linkage boxes on Mk1 and Mk2 Escorts.**
- 5.8.4 Panhard rod/Watts linkage/Anti-tramp bars are permitted.**
- 5.8.5 Compression struts are permitted.**

5.8.6 Bushing material is free.

5.8.7 Strut top braces are permitted.

5.8.8 Front and rear anti-roll bars free including mountings and links.

5.8.9 Adjustable front suspension top mountings are permitted for caster and camber

5.8.10 Springs are free

5.8 Suspension CLASS 4

5.8.11 Only the original suspension mounting points may be used.

5.8.12 Bushes may be replaced with uprated versions of a similar material. Rose joints or spherical bearings are not permitted unless fitted in production. If rose joints or spherical bearings were fitted in production they may only be used in the same location as they were in production.

5.8.13 Adjustable top mounts, adjustable track control arms and adjustable ride height spring platforms are not permitted

5.8.14 Adjustable shock absorbers of a similar character and operation to the original are permitted but must not incorporate a remote reservoir

5.8.15 Springs and spring rates are free but must use the original production spring platforms.

5.8.16 Anti roll bars and their mountings and linkages must remain as in production

5.9 Transmission CLASSES 1, 2, 3 and 5

5.9.1 Clutch is free but must be entirely mechanically/hydraulically operated.

5.9.2 Gearbox is free but electronic operation is prohibited unless fitted as standard. The gearbox tunnel may be modified to accommodate the gearbox.

5.9.3 Ratios are free but no more than six forward gears may be used.

5.9.4 A mechanical limited slip differential is permitted.

5.9.5 Only gearbox casings produced by ZF, Borg Warner , Getrag or the Ford Motor Company are permitted

5.9.6 H-Type gear change systems are mandatory.

Modifications prohibited

5.9.7 It is prohibited to replace a "live" rear axle with an alternative item or vice-versa.

5.9.8 Sequential gearboxes are prohibited.

5.9 Transmission CLASS 4

5.9.9 The transmission must remain standard but the fitment of a limited slip differential is allowed. Straight cut gears are prohibited.

5.9.10 Clutch plate material is free but must be the same diameter as the original production part.

5.9.10 The fitment of the agreed up rated rear beam axle is allowed on the Fiesta MkI and MkII only.

5.10 Electrical

- 5.10.1** *Electrical generators/alternators are mandatory.*
- 5.10.2** *Headlights, tail lights, stop lights and high intensity rear light and windscreen wiper to prevailing MSA requirements must be fitted and in full working order at all times. All other electrical equipment not previously mentioned is free.*
- 5.10.3** *Vehicles fitted with “twin” headlight systems must either be fitted with all light units or have two completely blanked off.*
- 5.10.4** *Battery type and location are free.*
- 5.10.5** *The rear fog light must be operational and the on/off switch be accessible to the driver when seated and ready for competition. In addition a rear high visibility rain light must be fitted unless the rear fog light is sufficient.*
- 5.10.6** *Ignition systems are free.*
- 5.10.7** *Engine electronic control units(ECU’s) are free.*
- 5.11** **Brakes - CLASSES 1, 2, 3 and 5**
- 5.11.1** *The fitment of ventilated discs is permitted but carbon disks are prohibited.*
- 5.11.2** *Brake linings are free*
- 5.11.3** *Brake disc diameter is free*
- 5.11.4** *Ducting for the purpose of cooling brakes or removing dust is permitted and holes may be made in inner wheel arches for the passage of brake ducts.*
- 5.11.5** *Brake servos may be fitted or removed.*
- 5.11.6** *Rear discs brakes may be fitted in place of rear drum units.*
- 5.11.7** *Brake lights must be operational and operated only by the brake pedal without a delay. The high intensity rear light must not be operated by the brake pedal.*
- 5.11.8** *Brake bias valves may be fitted.*
- 5.11.9** *Parking/handbrake should be operational.*
- 5.11** **Brakes – CLASS 4**
- 5.11.10** *Brakes must remain as standard except that pad or shoe friction material is free. The size and shape of the friction surface must remain as standard.*
- 5.12** **Wheels and Steering**
- 5.12.1** *Wheel width is free provided the wheel/tyre does not protrude from the wheel arches.*
- 5.12.2** *Wheel diameter and Tyre width is determined by the following (see regulation 5.13.2 regarding choice of tyres)*
Class 1 – Max Diameter of wheel 18”. Max width of tyre 275
Class 2 – Max Diameter of wheel 17”. Max width of tyre 265
Class 3 – Max Diameter of wheel 16”. Max width of tyre 245
Class 4 – Standard wheel as specified and supplied by manufacturer
Class 5 – Max Diameter of wheel 18”. Max width of tyre 255
- 5.12.3** *The front and rear wheel diameter and width may vary.*
- 5.12.4** *Wheels may be made from steel or aluminium and may be of ‘split rim’ or one piece construction*

5.12.5 Magnesium wheels are prohibited.

5.12.7 Wheel stud/nut fixing may be replaced by wheel bolts and vice versa

5.12.8 Steering wheels are free but must comply to MSA regulation [J5.7] All classes.

5.12.9 Quick release steering wheel hubs are permitted.

5.12.10 Steering ratio is free.

5.12.11 Power assisted steering may be fitted or removed. All classes.

5.13 Tyres - All Classes

5.13.1 Use of tyre warmers is prohibited.

5.13.2 A choice of the following 'DRY' Tyres may be used:- Dunlop Formula R D01J, Dunlop Direzza 02G, Dunlop Direzza 03G, Toyo Proxes R888, Kumho ECSTA V700, Yokohama A048-R or Yokohama A032-R

5.13.3 Treaded 'Wet' Weather Tyres are a free choice.

NOTE The organisers have the right to introduce a control tyre for the next season.

5.14 Fuel Tank/Fuel - All Classes

5.14.1 Fuel tank material is free.

5.14.2 Fuel pumps, regulators, filters and system are free.

5.14.3 It is possible to relocate the fuel tank in the 'boot area' only.

5.14.4 A maximum fuel tank capacity of 99 litres is allowed.

5.14.5 Only pump fuel as defined by the MSA Yearbook is allowed and an MSA permitted additive is allowed.

5.15 Silencing - All Classes must comply with MSA Regulation J5.17 & 18

5.15.1 Exhaust systems are free.

5.15.2 Exhaust must exit at the periphery of the vehicle.

5.15.3 Side exit exhausts are permitted but must exit behind the mid point of the wheel base.

5.15 Silencing - Class 4

5.15.4 The standard exhaust manifold must be used and may not be ported or polished. The downpipe and exhaust system downstream of the manifold is free.

5.16 Weights

5.16.1 The minimum weight limits are as follows:-

Class 4 weight to the Group N Minimum Homologation papers or not less than Class 3

Class 3 FWD weight min 835kg

Class 3 RWD weight min 860kg

Class 2 FWD weight min 880kg

Class 2 RWD weight min 945kg

Class 1 FWD weight min 1025kg

Class 1 RWD weight min 1050kg

Class 5 4WD weight min 1185kg

5.16.2 *Minimum weight is the weight of the vehicle after it completes either qualifying or a race and will include fuel and driver in full race clothing (including helmet)*

5.16.3 *Weight limits may be varied at any time at the discretion of the CTCRC Committee.*

5.17 Numbers and Championship Decals:

5.17.1 *Only competition numbers as allocated by the CTCRC Registrar shall be displayed in accordance with MSA regulation C(b)6 and shall remain as allocated until the end of the season in question.*

5.17.2 *All vehicles must display the current CTCRC issued number roundels without modification, the BARC Shield and any other advertising material associated with a Championship 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 772696 Fax: 01264 773794

Eligibility Scrutineer:
Matthew Godber, 19 Newbridge Lane, Brimington, Chesterfield, Derbyshire S43 1LX
Tel: 07751 647851 - Do not telephone after 22.00 hrs

6.2 Commercial Undertakings:

None

6.3 Agreed Waivers:

None

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.

SIGNATURE OF ENTRANT: _____
(if different from Driver)

SIGNATURE OF DRIVER: _____

PREVIOUS RACING EXPERIENCE OF DRIVER: _____

TO BE COMPLETED BY ALL APPLICANTS:

I wish to register for the **2010 PLATINUM PRESS CLASSIC THUNDER CHAMPIONSHIP incorporating THE BLUE OVAL SALOON SERIES** 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

FOR OFFICIAL USE ONLY
REGISTRATION FEE: FREE
DATE RECEIVED:.....
DATE REGISTRATION CARD SENT:.....
COMPETITION NUMBER ALLOCATED:.....