

PREFACE TO REGULATIONS

IMPORTANT NOTICE ISSUED BY THE BARC
5th February 2010

WITHOUT PREJUDICE

Please Note:

At the end of 2009, the application for a championship permit for the 2010 Autoglym Post Historic Touring Car Championship was refused by the MSA Championship Control Panel, based on the average number of participants in the 2009 championship being below the required 18.

Currently, the DRAFT REGULATIONS as do follow, are un-approved by the MSA and do not carry an MSA championship permit number.

However, the draft regulations as do follow, will be approved / confirmed and given a permit number by the MSA if the number of entries at the first competitive event of 2010, exceed 18. At that point a revised set of final regulations will be issued.

Should entries fail to reach 18 at the first competitive event of 2010, the proposed championship will be run as a 'series of races', with no points being awarded and no champion declared at the end. The series of races will be run in accordance with the regulations as do otherwise follow.

Competitors should be aware that if a permit is issued and the numbers fall again later in the season, the MSA will reserve the right to withdraw any permit issued, without notice and permanently.

2010 AUTOGLYM POST HISTORIC TOURING CAR CHAMPIONSHIP *in association with* DUNLOP

1. SPORTING REGULATIONS - GENERAL

1.1 Title & Jurisdiction:

The 2010 AUTOGLYM POST HISTORIC TOURING CAR CHAMPIONSHIP *in association with* DUNLOP 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 /**

Race Status: **National B**

MSA Championship Grade: **C**

1.2 Officials:

- | | | | |
|-------|-----------------------------------|---|--|
| 1.2.1 | Co-ordinator: | Nicola Bush | BARC |
| 1.2.2 | Drivers Rep: | Phil Waller | CTCRC |
| 1.2.2 | Licensed Eligibility Scrutineers: | Matthew Godber | BARC |
| 1.2.3 | 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.

1.4.6 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 2010 AUTOGLYM POST HISTORIC TOURING CAR CHAMPIONSHIP *in association with DUNLOP* will be contested over **11** Rounds as follows:

Round:	Date:	Circuit	Organising Club/Centre
1	03 April 2010	Cadwell Park	BARC
2 / 3	08-09 May 2010	Silverstone	BARC
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 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.

1.6.4 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: Commemorative Award to Race Winner and 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 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.

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 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 will be no Green Flag Lap – 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 / 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 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.

3.10 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 cars 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.

2010 AUTOGLYM POST HISTORIC TOURING CAR CHAMPIONSHIP

in association with DUNLOP

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.

5.2 Description:

5.2.1 Post Historic Touring Cars are saloon cars marketed before 1st January 1974 of which more than 5,000 examples were manufactured in any 12 month period during the overall production run and/or were homologated by FIA for competition in Group One category for Production Cars. All cars are subject to approval of eligibility by the Organisers and cars not complying with these regulations may be eligible subject to approval by the Organisers.

Cars complying with the regulations of BARC/CTCRC Pre'66 Touring Cars Classes A to G are also eligible running in class by actual capacity. Jaguar XJ12 four door is eligible.

The responsibility to prove eligibility is that of the entrant at all times. For clarification of an entrant refer to the MSA Yearbook H1.3. All entrants must produce HVIF / 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 permitted eligibility of the model in question. The CTCRC Committee in conjunction with a licensed Eligibility Scrutineer thereof 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 six classes:

Class A Over 4000cc	Class D 1301 - 1600cc
Class B 2501 - 4000cc	Class E 1001 - 1300cc
Class C 1601 - 2500cc	Class F 0 to 1000cc
Class G	Cars not complying with these regulations but built to a similar specification as approved by the CTCRC Committee on an individual vehicle basis including specification of the permitted tyres. Class G cars are not eligible for Championship awards and CTCRC awards but are eligible for BARC awards at each round.

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. Interior fittings, trim and bodywork may be locally modified to allow fitting of the rollcage and doorbars.

5.4 Miscellaneous:

5.4.1 Vehicles may be brought up to any series production specifications for that model prior to 1st January 1974.

5.4.2 Competitors registering in this Championship do so in the full knowledge that CTCRC reserves the right to require the Championship 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 1974.

5.4.4 Advertising on vehicles is subject to requirements set out in MSA Yearbook H29.1.2 & H29.1.3

- 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 Any component listed on the **MSA** (or national equivalent for foreign cars) homologation papers for use in Group 1 during the series production of that model, may be substituted for the original production component save that 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 beyond that which was in production or homologated prior to 1st January 1974. 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 Yearbook section **Q19.15.1** and at least one interior mirror. The fitting 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 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 or chassis member 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" excluding exhausts and silencers.
Jaguar XJ series and Lotus Cortina Mk2 do not have to achieve a minimum 4" ground clearance at the outer ends of the front lower suspension arms.
- 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" forward or rearward of the original production 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 except for front wings which may be replaced with replicas in fibreglass material of standard shape and silhouette and fitted such that the original wing could be refitted without modification. 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 overrides).

Rover P6 may use the export model Federal bonnet.

Firenza may use Droopsnoot front.

Mini Clubman may use wing extension kit part number C-AJJ3316

- 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 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 passenger and rear seats and trim in the boot/luggage compartment may be removed.

b) Instrumentation is free.

c) All windows and operation controls must be to original specification and fully operational. It is permissible to change electrically operated windows to manual winding operation.

d) Driver's seat is free subject to MSA requirements and the driver must be located entirely to one side of the centre line of the car. Local modifications are permitted for the purposes of secure and safe mounting. Other seats may be removed.

e) Heaters and internal ventilation systems may be removed.

5.6.4 The original boot and bonnet fasteners may be removed. All boot and bonnet hinges must remain in position and operate as in original production. 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, if so alternate slats may be removed.

5.7 Engine:

5.7.1 The engine must be located in the original position.

5.7.2 The original standard production cylinder block may 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".

5.7.3 The cylinder head must be the original standard production component or an alternative manufactured by the same manufacturer as the original production component to the original production specification including but not limited to material, 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.

5.7.4 The crankshaft is free but the original stroke and number of bearings must be retained.

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 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. Inlet trumpets are not permitted to have automatically controlled adjustment.

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 is not permitted unless either fitted in production or homologated in F.I.A. Appendix 'J' Group one before 1st January 1974. Cars using forced induction will be subject to an equivalency factor of 1.4:1. Boost pressure must not be adjustable from within the habitacle. When fitting of a turbocharger is permitted by these regulations it shall be the standard production or homologated, component and must not be modified. The boost pressure setting is free.

5.7.13 Inlet and exhaust manifolds are free.

5.7.14 It is permissible to remove metal from original cylinder blocks and heads.

5.7.15 Rotary engined cars: The induction timing is free and therefore the dimension of the induction port which controls its opening and closing point may be modified by removal and addition of material. In all other respects the port must remain as homologated. The engine capacity will be determined by using an equivalency factor of 1.8:1

- 5.7.16 Fuel pumps and fuel tanks are free subject to MSA requirements. 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 Engine Sealing: To allow for scrutineers wire seals, every installed engine must have 1.6mm (1/16in.) holes drilled in readily accessible locations:
A - Sump: Cross drilled through two adjacent retaining screws or studs.
B - Rocker/cam cover: Cross drilled through two adjacent retaining screws or studs.

5.8 Suspension:

- 5.8.1 Suspension springs are free except for maintaining type (coil, leaf, torsion) and no more than the original number are employed. Spring caps are free and spring platforms may be adjustable. A telescopic damper may be converted to a coilover and redundant coil springs removed.
- 5.8.2 Suspension type must remain unaltered. Except springs, anti roll bars and dampers the original suspension components (or pattern parts to the manufacturer's original specification) must be employed in their original positions and may be strengthened except that Track Control Arms may be modified locally solely for the purpose of adjusting length but this does not permit use of a track rod end joint. Bushes are free but spherical bearings or joints are prohibited unless fitted as standard and the original suspension mounting points are to be used without modification but may be strengthened.
- Ford Escort may run top mounts with a needle roller bearing or joint but these must be supported entirely by rubber relative to the chassis mounting points. They must be centralised and non-adjustable i.e. not concentric and multi-drilled.
- 5.8.3 Dampers are free providing the original operating principle (hydraulic, friction, lever or telescopic) and no more than the original number are employed. These must be mounted on the original mounting points.
- 5.8.4 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.

5.9 Transmission:

- 5.9.1 The gearbox must remain in the original position. No more than four forward ratios are permitted unless supplied as original equipment. Vehicles must use either the original production type of gearbox or a homologated alternative.
- Jaguar XJ12 may use a Getrag 5 speed manual gearbox from the period with only 4 gears operational or a 4 speed manual gearbox from any other production Jaguar, of, or prior to the period.
Rover P6B may use a Rover SP1 4 speed gearbox.
Mazda RX3 and RX4 may use a Ford Type 9 Gearbox with iron case.
Avenger may use a Ford Type E Rocket Gearbox with iron case
- 5.9.2 Gear ratios and type are free but gearboxes and transaxles with rapidly interchangeable ratios or proprietary racing gearboxes are prohibited.
- 5.9.3 An additional overdrive gearbox may be fitted. Gear levers and gear shift mechanisms are free but must employ the original method of operation, shift pattern and bodyshell aperture.
- 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.
- Vauxhall Firenza and Magnum may use a Ford English axle but the standard Vauxhall suspension location mounts on the axle must be fitted in their original positions.
- 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 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 save that carbon discs and ABS systems are prohibited. Ducting for the purpose of cooling brakes or removing dust is permitted provided it is not visible outside the car and serves no other purpose and if beneath the car does not project beyond a line drawn at 45 degrees to the horizontal and tangential to the bodywork (not including overriders). Modification or removal of brake back plates is permitted.

5.11.2 Cars fitted with dual circuit braking are not required to have a handbrake fitted..

5.11.3 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 Road wheels must be of original diameter, must be fastened by the original number of studs/bolts, split rims are prohibited and material is free. Hubs are free.

5.12.2 Tyres: The only allowed tyres are the Dunlop D84J, D83J and D93J (10" diameter only) and no modification to tread pattern or depth is allowed. For the purpose of clarification these tyres are MSA List 1B. Therefore, List 1A regulations relating to wear bars and tread depth do not apply.

5.12.3 Maximum permitted rim widths are:

Class A	8.0 ins	Class B	7.0 ins	Class C	6.0 ins
Class D	5.5 ins	Class E	5.0 ins	Class F	5.0 ins

5.15 Weights:

Weights by production (not homologated) capacity. These are true minimum weights with no tolerance and all cars must comply at all times including the driver, normally seated with racing overalls and helmet. 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 (J5.15). 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.

All 1275 British Leyland Mini's to run at or above the minimum homologated weight of the Mini 1275GT.

Minimum weights by production capacity (not homologated) after applying equivalency factor not exceeding:

1000cc	745kg	3600cc	1221kg
1100cc	765kg	3700cc	1237kg
1200cc	785kg	3800cc	1253kg
1300cc	805kg	3900cc	1269kg
1400cc	825kg	4000cc	1285kg
1500cc	845kg	4100cc	1299kg
1600cc	865kg	4200cc	1313kg
1700cc	885kg	4300cc	1327kg
1800cc	905kg	4400cc	1341kg
1900cc	925kg	4500cc	1355kg
2000cc	945kg	4600cc	1369kg
2100cc	964kg	4700cc	1383kg
2200cc	983kg	4800cc	1397kg
2300cc	1002kg	4900cc	1411kg
2400cc	1021kg	5000cc	1425kg

2500cc	1040kg	5100cc	1439kg
2600cc	1057kg	5200cc	1449kg
2700cc	1074kg	5300cc	1461kg
2800cc	1091kg	5400cc	1473kg
2900cc	1108kg	5500cc	1485kg
3000cc	1125kg	5600cc	1497kg
3100cc	1141kg	5700cc	1509kg
3200cc	1157kg	5800cc	1521kg
3300cc	1173kg	5900cc	1533kg
3400cc	1189kg	6000cc	1545kg
3500cc	1205kg		

Engine capacities exceeding 6000cc:- add 10kg per 100cc. Therefore 7000cc minimum weight = 1645kg.
All cars must comply with championship weight limits irrespective of the year of manufacture.

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 **J4.1** 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 qualifying, 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:
Matthew Godber, 19 Newbridge Lane, Birmingham, Chesterfield, Derbyshire S43 1LX
Tel: 07751 647851 (Do not telephone after 22.00 hrs)

Please do not telephone after 10.00 pm.

6.2 Commercial Undertakings:

None

6.3 Agreed Waivers:

- 6.3.1 Maxda RX3 may use a single Weber 48 IDA carburettor.
- 6.3.2 Ford Escort Mexico may use 2 x 40DCOE Weber carburettors.
- 6.3.3 BMW CSL may run 15" diameter wheels.

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.

2010 AUTOGLYM POST HISTORIC TOURING CAR CHAMPIONSHIP

in association with **DUNLOP**

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

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 **2010 AUTOGLYM POST HISTORIC TOURING CAR CHAMPIONSHIP** in association with **DUNLOP** 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

NEW FOR 2010:

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

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

THERMEX CLASSIC SALOON & HISTORIC TOURING CAR SERIES (Pre '66)

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 Series specified just above - Competition Num. (if different) _____

HAMMERTITE 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) _____