



**THE CLASSIC TOURING CAR RACING CLUB
2007 CTCRC CLASSIC TOURING CAR
CHALLENGE**

**SPORTING, TECHNICAL & COMMERCIAL REGULATIONS
AND REGISTRATION FORM**

CTCRC

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CLASSIC TOURING CAR RACING CLUB 2007 CTCRC CLASSIC TOURING CAR CHALLENGE

1. SPORTING REGULATIONS - GENERAL

1.1 Title & Jurisdiction:

The 2007 Classic Touring Car Challenge is organised and administered by the Classic Touring Car Racing Club in accordance with the General Series Prescriptions of the Royal Automobile Club Motor Sports Association (MSA) and these Series 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.

Race Status: **Clubmans/Nat B**

1.2 Officials:

1.2.1 Co-ordinator: Peter Edwards

1.2.2 Licenced Eligibility Scrutineers: Steve Cobbold

1.2.3 Challenge Stewards: Rob Slater (CTCRC), Brian Reeves (BARC), Rod Birley (BARC), Jeremy Howkins (SRC)

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 2007 MSA Entrants Licence.

1.3.2 Drivers must be fully paid up valid 'racing membership' card holding members of the CTCRC and the BARC be Registered for the Challenge and be in possession of a valid MSA Competition (Racing) National B Licence or higher.

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 Challenge by returning the Registration form to the Challenge Co-ordinator a minimum of 7 days prior to the Final Closing date for the first round being entered.

1.4.2 The Registration Fee is FREE

1.4.3 Registrations will be accepted from 1st January 2007 until further notice.

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

1.4.5 Official Challenge Registration Cards will be issued by the CTCRC 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 Series Rounds:

The **2007 CTCRC TOURING CAR CHALLENGE** will be held at venues and dates as follows:

Round: Date:	Circuit	Organising Club/Centre
17 March 2007	Silverstone (Stowe)	CTCRC
12 May 2007	Silverstone (Stowe)	CTCRC
21 July 2007	Silverstone (Stowe)	CTCRC
18 August 2007	Silverstone (Stowe)	CTCRC
27 October 2007	Silverstone (Stowe)	CTCRC

- 1.5.1 **NOTE:** The organisers reserve the absolute 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 competitor address specified on the Official Registration Form, as soon as is practically possible.

1.6 Scoring:

No points or other cumulative awards will be made in this Challenge.

1.7 Awards:

- 1.7.1 All awards are to be provided by the organising club
1.7.2 Per Round: Trophy to Winner and Trophy to other class winners
1.7.3 Presentations: Garlands and 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.
1.7.4 Entertainment Tax Liability. Not Applicable.
1.7.5 Title to all Trophies:
In the event of any Provisional Results or Series 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 organising club in good condition within 7 days.

2. SPORTING REGULATIONS - JUDICIAL PROCEDURES

2.1 Rounds: In accordance with Section O of the 2007 MSA Yearbook and these Regulations.

2.2 Series: In accordance with Section O of the 2007 MSA Yearbook and these Regulations.

3. SPORTING REGULATIONS - SERIES 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 10 days before each round.
3.1.2 Incorrect or incomplete entries (Including Driver to be Nominated Entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the 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 per Supplementary Regulations for the event.
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 such briefings.

3.3 Qualifying:

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

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 Challenge criteria and the decision of the Clerk of the Course shall be final.

3.4 Qualification:

Each driver should complete a minimum of three laps of Qualification 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 J.4.4.

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 J.4.4.3.

3.5 Races:

The standard minimum scheduled distance shall be 12 miles whenever practicable 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 a full round.

3.6 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:-
 - 3 minutes to start of Green Flag/Pace Lap - Close Pitlane Exit.
 - 2 minutes to start of Green Flag/Pace Lap - Clear Grid Warning/Grid Closed.
 - 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 the 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 J 13.10.2 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.
In the event of any starting lights failure the Starter will revert to the use of the National Flag.

3.7 Race Stops:

- 3.7.1 Should the need arise to stop any race or practice, **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 area which will automatically become a Parc Ferme area.
Cars may not enter the Pits unless directed to do so. Work on cars already in the Pits must cease when a race is stopped.
- 3.7.2 Case A - Less than two laps completed by Race Leader:
The race will be null and void. The race will restart from the original grid positions. Competitors unable to take the restart may be replaced by reserves who will start from the back in reserve order. Gaps on the grid should not be closed up. The length of the restarted race will be determined by the Clerk of the Course.
- 3.7.3 Case B - More than two laps completed by Race Leader but less than 50% of race distance:
The race will restart from a grid set out by the finishing order of part one. The result of the race will be the finishing order at the end of part two. The length of the restarted race will be determined by the Clerk of the Course.
- 3.7.4 If the leader has completed more than 50% of the race distance or duration it shall not be re-started and the results will be declared in accordance with MSA Regulation J.5.4.4.

3.8 Re-Scrutiny:

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

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 J.14 Regulations, 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 Qualifying Timesheets, Grids, Race Results are to be deemed **PROVISIONAL** until all vehicles are released by SCRUTINEERS after Post Qualifying/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 Electronic Self Identification Modules 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 Series 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:

- 3.13 There is no provision for the use of a Safety Car at the events forming part of this Challenge.

4. SERIES 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: O.3.3
- 4.1.2 Arising from post race Scrutineering of Judicial Action:
Minimum Penalty: The provisions of MSA Regulations: O.3.5.1. (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 O.3.5.1. (c)
- 4.1.3 Additional specific series penalties: At the discretion of the Challenge Stewards.
- 4.1.4 Any competitor found guilty of contravening these Regulations (Sporting or Technical) may be reported to the Stewards of the Challenge for possible imposition of further penalties which may include total exclusion from the Challenge.

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

As per 2007 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.

5.2 Description:

- 5.2.1 The Classic Touring Car Challenge is specifically for Pre '93 Touring Cars: four seater saloon cars marketed before 1st January 1993, of which more than 5000 examples were manufactured in any 12 month period during the overall production run and/or were homologated by F.I.A. for competition in Group N category for production cars, prior to that date. Cars not homologated in Group N may be eligible subject to committee approval.

Cars complying with BARC/CTCRC Pre'66 Touring Car regulations, BARC/CTCRC Post Historic Touring Car regulations, BARC/CTCRC Group One Touring Car regulations, BARC/CTCRC Production BMW regulations are eligible.

The responsibility to prove eligibility is that of the entrant at all times. For clarification of an entrant refer to the MSA Yearbook E1.1.2. 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 eligibility of the vehicle model in question. The CTCRC Committee in conjunction with the Championship Eligibility Scrutineer shall determine matters as to the eligibility and the implementation which may involve photographing any part of the vehicle and performing electrical diagnostics at the scrutineer's discretion.

- 5.2.2 Unless specifically permitted in these regulations, all components must be to original specification.
- 5.2.2 Cars will run in seven classes based on production capacity:

Class A Over 4,000cc
Class B 2501cc to 4,000cc
Class C 2001cc to 2500cc
Class D 1601cc to 2000cc
Class E Up to 1600cc
Class F Up to 1200cc
Class G Cars complying with the CTCRC Production BMW Championship regulations.

The following rules will also be applied cumulatively;

- Cars with more than 2 valves per cylinder move up one class.
- Forced induction is subject to an equivalency factor of 1.7
- Cars with forced induction engines move up one class.
- Rotary engines are subject to an equivalency factor of 1.8
- Cars with rotary engines move up two classes.

- 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 Q5 or Q6 and safety doorbars are mandatory. All vehicles must comply with the minimum prevailing MSA safety requirements.

5.4 Miscellaneous:

- 5.4.1 Vehicles may be brought up to any series production specifications for that model prior to 1st January 1993.
- 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 or rebuilding 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 manufacturers original specifications for that model as catalogued by the manufacturer or importer prior to 1st January 1993.
- 5.4.4 Advertising on vehicles is subject to requirements set out in MSA Yearbook (E2.24 - E2.30).

- 5.4.5 All vehicles must comply with MSA General Technical Regulations and the relevant parts of sections E & J of the MSA Yearbook except where specified below.
- 5.4.6 Any component listed on the MSA or FIA (or national equivalent for foreign cars) homologation papers for use in Group 'N' 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 increases the capacity of the engine beyond that which was in production or homologated prior to 1st January 1993. Optional equipment is to be submitted to the CTCRC committee for possible inclusion on a vehicle by vehicle basis. The responsibility to prove eligibility is that of the entrant at all times as set out in
- 5.4.7 Nuts, bolts, washers and locking devices are free.
- 5.4.8 Vehicles must be fitted with at least one externally mounted rear view mirror.

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 is 60mm.
- 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 except that bonnets, boots and spoilers may be replaced with fibreglass replicas and any non metallic panel may be replaced with a fibreglass replica. Where original materials are unobtainable, local repairs of adequate strength may be made using modern equivalents. Replacement of panels with non-original material is otherwise prohibited. The removal of exterior decorative strips and bumper overriders is permitted. Reworking or modification to exterior bodywork is prohibited but any part of the arch/wing pressing folded into the wheel arch may be deformed, but not removed, to give clearance to the tyres. Any item below the centreline of the wheel must not project beyond a line drawn at 45 degrees to the horizontal and tangential to the bodywork (not including overriders).
- 5.6.2 All internal panels and subassemblies must remain as originally manufactured. Strengthening is permitted. Battery trays and their supports may be removed.
- 5.6.3 Interior:
 - a) These regulations require the retention of the dashboard and interior door trim in original or other non-flammable material. 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 window winder mechanisms must be fully operational and function as production. It is permissible to change electrically operated windows to manual winding operation. Windows must be of the same material as production.
 - 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.
 - e) Heaters and interior ventilation systems may be removed.
- 5.6.8 The original boot and bonnet hinges and fasteners may be removed and are free but the original bonnet and boot shut lines must be as in production.

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 must be used and may be re-bored up to a maximum of plus 0.065".
- 5.7.3 The cylinder head(s) must be the standard production component or an alternative manufactured by the same manufacturer as the original production component to 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 remain the sole means of operating the valves.
- 5.7.6 Induction. The original production type of induction only is permitted except that vehicles fitted with injection in production may be converted to carburettors.
Carburettors, their linkages and inlet manifolds are free, within the limitation that the total number of chokes must not exceed the maximum number of chokes homologated for Appendix 'J' Group N.
Fuel injection is only permitted if fitted in production or homologated prior to 1st January 1993 and must employ the original production method of triggering and operation. The plenum chamber is free. The fuel injector nozzles must be in the original location and must not exceed the original number fitted in production or homologated before 1st January 1993.
Air filter and air filter box may be removed and air ducting/trunking is free provided it does not extend beyond the periphery of the bodywork. Anti surge pipes are permitted as also are return pipes from the carburettor/injection system.
- 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 systems are prohibited.
- 5.7.11 The ignition system is free however the firing order must not be changed.
- 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 1993. Cars using forced induction will be subject to an equivalency factor of 1.7:1. 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. Intercoolers may only be fitted if used in production and must be the standard production unit.
- 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.
- 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 1/16" 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.
- 5.8.2 Suspension type must remain unaltered. The original suspension components (or pattern parts to the manufacturer's original specification) must be employed in their original positions but may be strengthened except that Track Control Arms may be modified locally solely for the purpose of adjusting length and Macpherson Strut top mounts are free. The original suspension mounting points are to be used without modification but may be strengthened.
- 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 and their mountings and shape and material are free providing they fit directly on to the original body/chassis mounting points and the mobile suspension units. No other additional suspension components are permitted.
- 5.8.5 Suspension bushes are free providing the original production bush can be replaced in its original position without modification to the bush housing. It is permitted to machine circlip retaining grooves to locate suspension bushes.

5.9 Transmission:

- 5.9.1 The gearbox must remain in the original position. Vehicles must use either the original production type of gearbox or the homologated alternative.

- 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 Only the original number of ratios and overdrives may be fitted.
- 5.9.4 The rear axle must remain in its original position.
- 5.9.5 The rear axle casing must be the original standard production component but may be locally modified. 5.9.6 The final drive ratio is free.
- 5.9.7 Mechanical limited slip or torque biasing differentials are permitted. 5.9.7 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.

5.10 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 to MSA requirements must be fitted and in full working order.

5.11 Brakes:

- 5.11.1 Brake systems are free save that carbon disks and ABS systems are prohibited unless fitted in production in which case they must be to production specification. 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 must be fitted with an operational hand brake.
- 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, fastened by the original number of studs/bolts, split rims are prohibited and material is free.

Maximum permitted rim widths are:

Class A	9.0"
Class B	8.0"
Class C	7.0"
Class D	7.0"
Class E	6.0"
Class F	6.0"
Class G	Cars complying fully with the CTCRC Production BMW Championship regulations

- 5.12.2 Tyres are free subject to being listed in the prevailing MSA Blue Book in List 1A or 1B.

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

1000cc	670kg	3600cc	1146kg
1100cc	690kg	3700cc	1162kg
1200cc	710kg	3800cc	1178kg
1300cc	730kg	3900cc	1194kg
1400cc	750kg	4000cc	1210kg
1500cc	770kg	4100cc	1224kg
1600cc	790kg	4200cc	1238kg
1700cc	810kg	4300cc	1252kg
1800cc	830kg	4400cc	1266kg

1900cc	850kg	4500cc	1280kg
2000cc	870kg	4600cc	1294kg
2100cc	889kg	4700cc	1308kg
2200cc	908kg	4800cc	1322kg
2300cc	927kg	4900cc	1336kg
2400cc	946kg	5000cc	1350kg
2500cc	965kg	5100cc	1364kg
2600cc	982kg	5200cc	1374kg
2700cc	999kg	5300cc	1386kg
2800cc	1016kg	5400cc	1398kg
2900cc	1033kg	5500cc	1410kg
3000cc	1050kg	5600cc	1422kg
3100cc	1066kg	5700cc	1434kg
3200cc	1082kg	5800cc	1446kg
3300cc	1098kg	5900cc	1458kg
3400cc	1114kg	6000cc	1470kg
3500cc	1130kg		

Engine capacities exceeding 6000cc:- add 10kg per 100cc. Therefore 7000cc minimum weight = 1570kg

All cars must comply with these series weight limits irrespective of the year of manufacture and any other championship regulations or waivers.

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 E.11.3.11 and shall remain as allocated until the end of the season in question.

5.17.2 Wherever possible, 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.

6. APPENDICES:

6.1 Race Organising Clubs and Contacts:

CTCRC Challenge Coordinator. Tel: 01444 882737

CTCRC Membership Secretary
Tel: 0870 321 2277

Eligibility Scrutineer:
Steve Cobbold, 6 Statham Close, Barton Hills, Luton. LU3 4EJ Tel: 01582 574567

Please do not telephone after 9 pm.

6.2 Commercial Undertakings:

None

6.3 Agreed Waivers:

None.

6.4 Log Books:



**CLASSIC TOURING CAR RACING CLUB
2007 CTCRC CLASSIC TOURING CAR CHALLENGE**

7. REGISTRATION FORM

Please complete in capital letters

NAME OF DRIVER:

ADDRESS:

.....

..... POSTCODE:

TEL(DAY): (EVE):

E MAIL ADDRESS:

AGE: DATE OF BIRTH:

NATIONALITY:

COMPETITION LICENCE No: GRADE:

BARC MEMBERSHIP No: (Compulsory) Expiry:

CTCRC MEMBERSHIP No: (Compulsory)

NAME OF ENTRANT:

ADDRESS: (if different from above)

.....

..... POSTCODE:

TEL (DAY): (EVE):

ALL CORRESPONDENCE SHOULD BE SENT TO: DRIVER ENTRANT

CAR:..... MODEL: CC:

CLASS ENTERED: A B C D E F G

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

COMPETITION NUMBER: This will be allocated by the CTCRC.

PLEASE COMPLETE REVERSE OF THIS FORM

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 **2007 CTCRC CLASSIC TOURING CAR CHALLENGE** 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 CTCRC as detailed below.

SIGNED: DATE:

ONCE FULLY COMPLETED THIS FORM SHOULD BE RETURNED TO:
CTCRC, Homeleigh, London Road, Bolney, Haywards Heath. RH17 5PY
PRIOR TO THE FIRST RACE ENTERED