

CLASSIC TOURING CAR RACING CLUB CLASSIC SALOON & HISTORIC TOURING CAR STOWE CHALLENGE

1. SPORTING REGULATIONS - GENERAL

1.1 Title & Jurisdiction:

The CLASSIC TOURING CAR RACING CLUB CLASSIC SALOON & HISTORIC 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: **National B**

1.2 Officials:

- 1.2.1 Co-ordinator: Peter Edwards
- 1.2.2 Drivers Rep: Andy Messham
- 1.2.2 Licenced Eligibility Scrutineers: Not applicable
- 1.2.3 Series Stewards: Not applicable

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 members of any MSA registered club.
- 1.3.3 All necessary documentation must be presented for checking at all rounds when signing-on.

1.4 Challenge Rounds:

There will be just one challenge round to be held at Silverstone Stowe on 21st July 2007.

1.5 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 CTCRC
- 1.7.2 Garland and Trophy to Winner and trophies 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. Prizemoney 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 CTCRC in good condition within seven 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 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 briefings if required (MSA E5.1.3).

3.3 Practice:

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

Should any Practice Session be disrupted the Clerk of the Course shall not be obliged to resume the session or re-run sessions to achieve the series 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 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 J.4.4. 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 J.4.4.3.

3.5 Races:

The standard minimum scheduled distance shall be 10 minutes 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.

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 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 restarted 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 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 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 their 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 Series

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 or 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 Series Stewards.

4.1.4 Any competitor found guilty of contravening these Regulations (Sporting or Technical) may be reported to the Stewards of the Series for possible imposition of further penalties which may include total exclusion from the Series.

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

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 Pre'66 Touring Cars are 4 seater saloon cars marketed before 1st January 1966.

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

The responsibility to prove eligibility is that of the entrant at all times. For clarification of an entrant refer to the MSA 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 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 2,700cc

Class B 1,901 – 2,700cc

Class C 1,276 – 1,900cc

Class D 951cc – 1,275cc and Mini over 1270cc + 'S' Type

Class E 0 to 950cc

Class F Lotus Cortina

Class G Cars not complying with these regulations but built to a similar specification including GT cars as approved by the CTCRC Committee on an individual vehicle basis including specification of the permitted tyres.

Cars run in class based on the actual engine capacity excluding the permitted overbore.

5.2.4 Cars must be presented to a high standard.

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

5.3 Safety Requirements:

All vehicles must be fitted with a full rollage and safety doorbars are strongly recommended. 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 1966.

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

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

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

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

5.4.6 Any component listed on the RAC (or National equivalent for foreign cars) Homologation Papers for use in Group 1 prior to 1st January 1966 may be substituted for the original production component except that no component may be substituted which serves to alter the shape or size of the body shell and/or panels themselves or increase the capacity of the engine unless specifically allowed by these regulations. Optional equipment is to be submitted to the CTCRC for possible inclusion on a vehicle by vehicle basis. The responsibility to prove eligibility is that of the entrant at all times as set out in 5.2.1.

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.

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

5.5 Chassis:

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

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

5.5.3 Minimum ground clearance without driver is 4" excluding exhausts and silencers.

5.5.4 Steering Wheels and Steering Columns are free.

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

5.6 Bodywork:

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

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

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

5.6.3 Interior:

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

b) Instrumentation is free.

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

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

e) Heaters and interior ventilation systems may be removed.

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

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

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

5.7 Engine

5.7.1 The engine must be located in the original position.

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

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

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

Ford Anglia may use a pre-crossflow production 1,498cc cylinder block.

Cortina/Classic may use a crossflow production 1,598cc cylinder block.

5.7.3 The cylinder head is free providing it is manufactured by the same manufacturer as the original production component, of the original material, has the original number of valves, ports and plugs, same plug angle, valve angle/port configuration and operating type and fixes directly onto the original standard production cylinder block without modification.

Ford "Kent" crossflow cylinder head is not permitted.

Jaguars may use a straight port head.

5.7.4 The crankshaft is free but in Classes A and F the original stroke and same number of bearings must be retained. For classes B, C, D and E the original production bore and stroke for the block in use must be retained excluding permitted overbore.

5.7.5 Camshafts, camshaft bearings and drive systems are free provided that they remain in their original positions and are the sole means of operating the valves.

5.7.6 In classes B, C, D & E Carburation is free. In classes A & F the production or homologated carburation must be fitted and it may be "gas-flowed" by polishing and internal removal of metal but the intake and outlet flange dimensions must remain as original.

Alfa Romeo Giulia Sprint GT may use twin 45DCOE Weber Carbs as fitted to the Ti Super model.

Ford Mustang/Falcon may use any Holley 4150 or 4160 (1.6875" flange dimension) carburettor.

Jaguar Mk 1, 2 & S Type may use twin 2" SU carburettors.

Ford Lotus Cortina must use twin 40DCOE unless entered to Appendix K in which case must use twin 45 DCOE.

5.7.7 Radiators are free but must remain in their original location.

5.7.8 Oil coolers and additional water radiators are permitted provided they are located within the periphery of the bodywork.

5.7.9 The exhaust system is free subject to MSA requirements.

5.7.10 Dry sump oil systems are prohibited.

5.7.11 The distributor may be fitted with an after-market spark-triggering device but the distributor must remain in its original position and must maintain its original function. Any additional system which processes information acquired from the ambient conditions and/or the engine is not permitted. The distributor must be the only means of determining ignition advance and retard and must continue to distribute the high-tension spark. The firing order must not be changed. The remainder of the ignition system is free.

5.7.12 Forced induction or fuel injection is only permitted if fitted as original equipment. Supercharged or turbocharged engines shall be subject to a capacity equivalent of 1.4:1.

5.7.13 Inlet and exhaust manifolds are free.

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

5.7.15 Any eligible vehicle fitted with a side valve engine may employ a proprietary OHV conversion (cylinder heads, manifolds and carburettors) marketed for that engine before 1st January 1966.

5.7.16 Fuel pumps and fuel tanks are free subject to MSA requirements including those vehicles entered to Appendix K specification.

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 type and spring type must remain unaltered. Spring rate and thickness of material is free. The original suspension components (or pattern parts to the manufacturer's original specification) must be employed in their original positions except that Track Control Arms may be modified locally solely for the purpose of adjusting length. They may be strengthened. Spherical bearings or joints are prohibited unless fitted as standard, and the original suspension mounting points are to be used without modification. Dampers are free but the original number must be fitted. Lever arms may be changed to telescopic dampers.

5.8.2 Anti-roll bars, anti-tramp bars, Panhard rods, Watts linkages, lowering blocks and their mountings may be added, and these components only may incorporate spherical bearings or joints. No other additional suspension components are permitted

5.8.3 Lotus Cortina Suspension mounting measurement. Between front strut top mounting bolts (furthest forward measured across engine bay). 1010mm +or-5mm. Between Track control arm inner mountings across front crossmember. 437mm +or- 1.5 mm

5.9 Transmission:

5.9.1 Except as set out below the gearbox is free but must remain in the original position. No more than four forward ratios are permitted unless supplied as original equipment.

5.9.2 Gearboxes and transaxles with rapidly interchangeable ratios, or proprietary racing gearboxes, are prohibited.

- 5.9.3 An additional overdrive gearbox may be fitted.
- 5.9.4 The rear axle must remain in its original position.
- 5.9.5 The rear axle casing must be the original standard production component but may be locally modified.
- 5.9.6 The final drive ratio is free.
- 5.9.7 Mechanical limited slip or torque biasing differentials are permitted.
- 5.9.8 Sequential gearboxes and/or traction control devices are prohibited.
- 5.9.9 Where a differential casing is removable from an axle casing, the differential casing must be regarded as part of the original axle casing and is covered by the same technical regulations.

5.10 Electrical:

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

5.11 Brakes:

- 5.11.1 Brake systems are free save that carbon disks and ABS systems are prohibited. Ducting for the purpose of cooling brakes or removing dust is permitted provided it serves no other purpose and if beneath the car does not project beyond a line drawn at 45 degrees to the horizontal and tangential to the bodywork (not including overriders). Modification or removal of brake back plates is permitted.
- 5.11.2 Cars are to be fitted with an operational handbrake.
- 5.11.3 Brake lights must be operational and only operated by the brake pedal without a delay. The high intensity rear light must not be operated by the brake pedal.

5.12 Wheels and Tyres:

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

5.13 Numbers and Decals:

Not applicable

6. APPENDICES:

6.1 Race Organising Contacts:

CTCRC Classic Saloon and Historic Touring Car Stowe Challenge Co-Ordinator:
ANDY MESSHAM. Tel: 01708 341377

CTCRC Secretary of Meeting:
PETER EDWARDS. Tel: 01444 882737

CTCRC Membership Secretary:
CELIA STEVENS. Tel: 07785 574564

CTCRC ELIGIBILITY SCRUTINEERS:

Dennis Bown, 34 Elvaston Road, North Wingfield, Chesterfield, Derby S42 5HH. Tel: 01246 854366
John Harland, 10 York Fields, Barnoldswick, Lancashire BB18 5DA .Tel: 01282 814808

Please do not telephone after 9.30 pm

6.2 Commercial Undertakings:

None

6.3 Agreed Waivers:

None

**CLASSIC TOURING CAR RACING CLUB
CLASSIC SALOON & HISTORIC TOURING CAR
STOWE 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: Expiry:

CTCRC MEMBERSHIP No:

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 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 **CTCRC Classic Saloon and Historic Touring Car Stowe 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

