



**THE CLASSIC TOURING CAR RACING CLUB
2007 – STOWE SALOON
AND SPORTS AND CHALLENGE**

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

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**THE CLASSIC TOURING CAR RACING CLUB
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1. SPORTING REGULATIONS - GENERAL

1.1 Title & Jurisdiction:

The 2007 Stowe Saloon and Sports Car Challenge is organised and administered by the Classic Touring Car Club 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.

Race Status: National B

1.2 Officials:

1.2.1 Challenge Co-ordinator

Peter Edwards, CTCRC, Homeleigh, London Road, Bolney, Haywards Heath. RH17 5PY
Tel: 01444 882737
E-m: peter.edwards@classictouringcars.com or peter@motortorque.org.uk

1.2.2 Eligibility Scrutineer:

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

1.2.3 Challenge Stewards:

Rob Slater (CTCRC), Brian Reeves, (BARC), Rod Birley (BARC), Jeremy Howkins (SRC).

1.3 Competitor Eligibility:

1.3.1 Entrants must be fully paid up valid membership card holding members of any MSA Recognised Club, and in possession of valid 2006 MSA Entrant's Licences.

1.3.2 Drivers and Entrant/Drivers must be fully paid up valid membership card holding members of any MSA Recognised Club, be registered for the Championship and be in possession of valid Competition (Racing) NATIONAL B STATUS Licence (Minimum)

Or, be a professional driver in possession of a valid Licence (featuring an EU flag) and medical, issued by the ASN of a member country of the European Union. 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 Coordinator prior to the Final Closing date for the first round being entered.

1.4.2 There is NO REGISTRATION FEE.

1.4.3 Registrations will be accepted from 1st January 2007 until the closing date for entries to the penultimate round.

1.5 Rounds:

The 2007 Stowe Saloon and Sports Car Challenge will be contested at circuits as follows:-

Date	Circuit	Organising Club
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

1.6 Scoring:

Not applicable to Challenge.

1.7 Awards:

1.7.1 Awards for Challenge rounds will be provided by the organising club.

1.7.2 Per Round: Subject to numbers of finishers in each class, trophies to:-

Class winners if three or more starters in class,

2nd in class if five or more starters in class,

3rd in class if eight or more starters in the class.

Classes where there are less than three starters will be amalgamated.

1.7.3 Bonuses:

The Organising Club reserves the right to introduce same at any time without any obligation to distribute such awards retrospectively.

1.7.4 Presentations:

Winners 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, if any, shall be posted to the Entrants within 10 days of the results of each round being declared final.

1.7.5 Entertainment Tax liability:

In accordance with current Government legislation, the Organisers of each round are legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women. That is, those persons who do not have a normal permanent residence in the U.K. The U.K. does not include the Isle of Man, Channel Islands, or Eire. This means that, as the Organiser, the BARC SEC is required to deduct tax at the current rate from such payments they may make to non-U.K. residents.

Under certain circumstances, it may be possible for competitors to enter into an agreement with the Inland Revenue to limit the tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before the payment is due.

For further information contact:- The Inland Revenue, Foreign Entertainers Unit, Centre for Nonresidents, St Johns House, Merton Road, Merseyside. L69 9BB Tel 0151 472 6488
Fax: 0151 472 6483

1.7.7 Title to all Trophies:

In the event of any Provisional Results 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 seven days.

2. SPORTING REGULATIONS - JUDICIAL PROCEDURES

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

3. SPORTING REGULATIONS - RACE MEETINGS & 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 selection 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 is expected to be in the region of £120.00. Plus a Late Entry Surcharge imposed by the Race Meeting Organisers for any entry received after the closing date specified in the Regulations for each round.

3.1.5 In the event of any rounds being oversubscribed the Organising Club, in liaison with the Co-ordinator may at their discretion run Qualification Races. For qualification race procedures see 3.13. of these Regulations.

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 in 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 the 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 "Assembly Area" 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 start line or pit lane exit, whichever is later. Such approval to start MUST be obtained from the Clerk of the Course.

3.2 Briefings:

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

3.3 Practice:

3.3.1 The minimum period of practice to be provided is to be as specified in the MSA Regulations. 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 championship criteria and the decision of the Clerk of the Course shall be final.

3.4 Qualification:

- 3.4.1 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 Regulations and 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 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.
- 3.6.8 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited on the grid.

3.7 Race Stops:

- 3.7.1 Should the need arise to stop any race, RED LIGHTS will be switched on at the Start line and RED FLAGS will be displayed at the Start Line 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 the race leader.
The race will be null and void. The Race will be re-start with drivers in their original grid positions. Retired competitors may be replaced by reserves who shall be started from the back of the grid in reverse order. Gaps on the grid created by retirements must not be closed up prior to the start of the race. The Clerk of the Course is to be responsible for determining the length (in time) of any re-started race.
- 3.7.3 CASE B: More than two laps completed by the race leader, but less than 50% of time elapsed:
The race will restart from a grid set out by the finishing order of part one (as per J5.4.4) The result of the race will be the finishing order at the end of part 2. The Clerk of the Course is to be responsible for determining the length (in time) of any re-started race.
- 3.7.4 If the leader has completed more than 50% of the race 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:

- 3.8.1 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 Assembly Area/Pits and Pitlane Safety:

- 3.9.1 Entrants must at all times ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with.
- 3.9.2 Assembly Area: The diagonal crossed yellow box lane is 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 when exiting from the Assembly Area.
- 3.9.3 Refuelling: May only be carried out in accordance with the MSA J 14 Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.

3.10 Race Finishes:

- 3.10.1 After taking the Chequered Flag drivers are to required to: Progressively and safely slow down, remain behind any competitors ahead of them, return to the Paddock 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 paddock return road.

3.11 Race Results:

- 3.11.1 All Practice Time sheets, 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 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 qualifying practice sessions and races.
- 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 Qualification Races:

- 3.13.1 The decision to run Qualification Races is entirely at the discretion of the club(s) organising each round according to the number of entries received for such rounds. All affected Competitors must be notified in writing, with their Final Instructions, that this provision will be applied.

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 REGULATION 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).

4.2 Infringements of Non-Technical MSA Regulations and the Sporting Regulations issued for the Series:

- 4.2.1 As per 2007 MSA Judicial Procedure Regulations:
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.

5. TECHNICAL REGULATIONS

5.1 Introduction

The following Technical Regulations are set out in accordance with the MSA specified format and it should be clearly understood that if the following texts do not clearly specify that you can do it you should work on the principle that you cannot.

5.2 General Description:

All 2007 MSA General Regulations & Technical Regulations J20 & Q. APPLY as per the 2007 MSA Year Book. The general principle for eligibility shall be that the cars are modified versions of series Production Saloon and Sports car models, including any original manufacturer produced or approved options for the year and models which were/are available from recognised dealer networks for the manufacturer, year and model and recognised variant.

The onus concerning eligibility and provision of original manufacturer documented proof of eligibility shall

rest with competitors at all times, and competitors are advised to check with the Eligibility Scrutineer if they have any doubts or queries concerning the eligibility of their cars.

5.3 Safety:

All MSA Appendix Q Safety Criteria Regulations apply as relevant and as follows:- Q.1.1.1. ,Q.1.1.2, Q.1.1.3, Q.2.1.2 or Q.2.1.3, Q.3.1.2, Q.3.5, Q.5., Q.6, Q.7, Q.8, Q.9, Q.10, Q.12, Q.13

5.4 General Technical Requirements & Exceptions:

The Challenge is to cater for Hatchback, Sports and Saloon cars which have been derived from cars homologated in FIA Appendix 'J' Group A (N) or Appendix 'J' 1981 Group 1, or from any Car which the MSA has verified as having been produced in minimum homologation quantities, and detailed on an MSA National Homologation form (Production Car Specification Sheet). This Challenge is open to any cars designed for road use with a minimum production run of 250 cars or cars derived from cars designed for road use with a minimum production run of 250 cars. Any car not meeting this criteria may be accepted for the invitation class.

Class A Unlimited c.c. and Four Wheel Drive Vehicles. Modifications as per Technical regulations.
Two-wheel drive manufactured race saloon cars & saloon cars built or fitted with transaxles, unless originally homologated for that model, cars fitted with non-standard engines (post production etc).
Production Sports and Kit Cars over 1700cc and all forced induction.

Class B Saloon Cars 2001cc and over: normally aspirated.
Production Sports and Kit Cars from 1400cc up to 1699cc (normally aspirated).
Saloon Cars 1601cc and over with forced induction.

Class C Saloon Cars up to 2000cc: multi-valve.
Production Sports and Kit Cars up to 1399cc.
Saloon Cars up to 1600cc: forced induction.

Class D Saloon Cars up to 2000cc: dual-valve Saloon Cars up to 1600cc: multivalve.

Class E Saloon Cars up to 1600cc: dual valve.

Class M Motorcycle engine powered 2-seater Sports and Kit Cars not designed for a one-make series (permitted at the organisers' discretion).

- 5.4.1 The class capacity may not be exceeded. Where capacity is exceeded for a particular car in a specific class, the car will be re-classed accordingly moving up the class scale.
- 5.4.2 Turbo or Supercharged engines can replace the forced induction components with conventional induction systems and run in the Class that the revised engine configuration would place them in provided that the model in this revised configuration is listed.
- 5.4.3 EXTERNAL IDENTIFICATION OF THE MODEL. All cars must be externally recognisable as the model as entered. Manufacturers' decals/badges can be removed but if they are retained they must relate to the model as entered, in particular badges relating to engine capacity.
- 5.4.4 Turbo charged cars: cars with 2 injectors/cylinder to run in class A, 1 injector/cylinder eligible to all other appropriate classes, only applicable to injectors supplying fuel NOT injectors used to control boost pressure.
- 5.4.5 Sequential gearboxes are permitted within Class A only
- 5.4.6 *Number not used*
- 5.4.7 Any vehicle deemed by the organising club as too dominant in a series of meetings may be subject to a temporary weight penalty.
- 5.4.8 Hybrid or non-homologated cars based on non-standard chassis are deemed to be outside the definition of steel bodied saloon cars (as 5.1 above) and shall be classed at the discretion of the organising club

5.5 Chassis:

5.5.1 Except for Class A, the standard floor pan, sills, door surrounds, bulkheads and roof must remain exactly as produced by the manufacturer in construction, dimension and material.

5.5.2 Except for Class A, it is prohibited to cut any holes or remove any fixed panels from the standard

- floor pan, front or rear inner or outer wheel arches, front or rear bulkheads (engine to habitacle and habitacle to boot) for the purpose of mounting or giving clearance to suspension components. Inner wheel arches may only be modified to allow the attachment of shock absorber mountings.
- 5.5.3 It is only permitted to make holes for the passage of cables, fuel, water, oil, hydraulic, instrument or fire extinguisher line. All redundant holes must be covered with metal plates. Nothing must interfere with, conceal, or negate 5.3.2. Random inspection by the eligibility scrutineer and championship coordinator to all entries will be undertaken to prevent excessive weight removal jeopardising potential safety of the chassis, shell and bodywork.
- 5.5.4 Reinforcing of the chassis is allowed in all classes.
- 5.5.5 Except for Class A, bulkheads and inner wings may only be modified to permit the clearance of the induction system. This shall be understood to include air induction ducting, manifolding, and trumpets, ram pipes for engine carburation or fuel injection system only. A maximum clearance dimension of 75mm will be allowed.
- 5.5.6 CHASSIS MODIFICATIONS PERMITTED.
The removal of under body sealants. Minimal modifications to floor pan to allow the fitting of an exhaust silencer to MSA requirements or a fuel tank or safety cell.
- 5.5.7 Space frame cars running in Class A must maintain the silhouette of the named saloon vehicle it is based on – at the discretion of the organising club.

5.6. Bodywork:

- 5.6.1 With the exception of the following, no modifications are allowed to external or internal body panels, chassis, or unitary construction:
- (a) Vehicles in Class A.
Modification to the floor, bulkhead panel, and front inner wing panel is permitted to allow for Engine and Transmission. Modifications. These modifications will be checked when the vehicle is presented for scrutineering.
 - (b) Replacement of the front and rear wings and front body panels by lightweight material panels is permitted providing they exactly retain the standard silhouette in side elevation.
Boot lid and door panels may be replaced by lightweight material providing they exactly retain the original standard shape and outline. Bonnet side profile may be modified to a maximum of 120mm
NOTE: front is defined as a point forward of the baseline of the windscreen. Rear wing is defined as being in the area below the baseline of the windows and rearward of the line of the rear most side door opening.
 - (c) The removal of all exterior chrome/decorative parts is allowed with the exception of the complete radiator grill and headlamp trim.
 - (d) Two forward facing lights [in the approximate location of original headlights] must be operational for all cars. Brake/stop lights must be operational on all cars. The stoplights must only work as a result of applying the brakes and the fitting of any type of other switching device is prohibited.
 - (e) Standard wings, if retained, may be modified by working the original metal and/or fitting wing extensions which must be over the tyre in accordance with vehicle regulations.
 - (f) It is permissible to cut holes in the rear wing extensions of 150sq.cm maximum to accommodate oil coolers. The holes must be parallel and vertical. Wheels and tyres must not be visible through the apertures.
 - (g) Plastic is permitted for side or rear windows. Windscreens must be either laminated or of plastic minimum 4mm thick.
 - (h) Spoilers of standard dimensions and air dams are permitted below the level of the road wheel centres providing they do not protrude beyond the original coachwork in plan view, including bumper, grill etc.
 - (j) Competitors may modify the front inner wings forward of the front bulkhead for purposes of additional cooling to brakes and engine, provided the front sub frame is fitted with substantial additional bracing to ensure it is located in a rigid and structurally sound manner, acceptable to the event Scrutineers. In the case of any doubt as to the legality of any such modification, reference shall be made to the current single make racing technical regulations for that type of car. The Scrutineers decision is final and all competitors entering vehicles with modified front inner wings are advised to produce a set of such regulations at scrutineering if required.
- 5.6.2 Interior.
- (a) The driver's seat is unrestricted but should incorporate a head restraint.
 - (b) It is permitted to remove the floor carpets, underfelt, sound insulation, head lining, the rear seats, and the front passenger seats.
 - (c) It is permitted to carry out modifications on the window winders, instrument panel and all the driving controls.

of the centre line of the car.

(e) Additional instruments are permitted. Adaptation of the interior trims shall be limited to that required for fitting a roll cage MSA Q1. Complete removal or adaptation of interior trim shall be deemed 'modification' resulting in reclassification.

5.6.3 Ground clearance.

The car may be lowered to give a minimum ground clearance as defined by MSA GR E.12.19.10, i.e. 40 mm.

5.6.4 Wheelbase.

The wheelbase must remain as per original car within a tolerance of 5cm.

5.7 Engine:

The series is established for front-engined vehicles only. Amendments and alterations to engine arrangements within these regulations do not permit the relocation of the engine to the rear of the chassis/shell. Only front-engined vehicles are eligible for this series.

5.7.1 Class A.

Unlimited modifications are permitted, including total replacement by a non-original unit for the body shell Marque/model.

5.7.2 Classes B to E inclusive: The engine block must be as that fitted to the original homologated model, or a subsequent variant as produced by the manufacturer and of the same composition as the original unit. All these major components must remain in their original location as envisaged by the manufacturer within 5cm.

5.7.3 Replacements of all mechanical components, other than the cylinder block, is permitted. Modification to all components is permitted.

5.7.4 Oil coolers, and additional water radiators are permitted providing they are located within the periphery of the bodywork.

5.7.5 Forced induction is allowed. Forced induction systems are only acceptable on models originally fitted with such a system. However, forced induction systems can be removed and replaced with carburettors or fuel injection systems and the model reclassified.

5.7.6 See supplementary note referring to injectors etc above 5.1.4 & 5.1.6

5.8 Suspension:

5.8.1 Class A unrestricted

5.8.2 Others: unrestricted but standard pick-up points must be retained although not necessarily used. Additions or modifications of springs, shock absorbers, and suspension heights are permitted. The fitting of adjustable suspension components and Watts linkage is permitted. Rear sub-frames, used for suspension and brake components only, may be removed.

5.9 Brakes:

5.9.1 Unrestricted.

5.10 Wheels & Tyres:

5.10.1 Maximum wheel width limit: 320mm: diameters are free

5.10.3 NOTE: Irrespective of the maximum size allowed, the wheel/tyre combination must fit within the confines of the allowable wheel arch/bodywork modifications outlined in Para's 5.6.

5.10.4 TYRE SPECIFICATIONS: Maximum size must be within tyre manufacturers' recommended specifications to suit the wheel rim width. The type of tyre is free.

5.11 Transmission:

5.11.1 Differential and gearbox are unrestricted providing that they remain in the original location within 5cm. The differential casing must be externally identifiable as that fitted to the original homologated model. Except in Class A, transaxles are prohibited unless fitted to the original homologated model.

5.11.2 PROHIBITED MODIFICATIONS: Any form of traction control device other than limited slip or locked differentials.

5.12 Exhaust Systems:

5.12.1 Exhaust systems are free provided MSA maximum decibel requirements are not exceeded. Side exit systems are legal. As per MSA Regulation E12.16

5.13 Ignition Systems: Free

5.14 Fuel Delivery Systems: All fuel pumps and filters are free.

5.15 Fuel Tank and Fuel:

5.15.1 FUEL TANK: Any type of fuel tank or safety cell may be fitted provided it conforms to MSA safety requirements.

5.15.2 LOCATIONS: Tank can be relocated in the boot area of the car with reasonable modifications to the boot floor to accept it. This does not mean removal of entire boot floors

5.15.3 FUEL: Must be "pump fuel" as defined in Section P. Methanol is not permitted.

5.16 Steering: Steering systems are free in all classes.

5.17 Silencing: As per MSA Regulation E.12.16 and E.12.17.

5.18 Weights: There is no minimum weight limit.

A Workshop Manual or Production Car Specification Sheet must be with the car when presented for scrutineering. If a manual or sheet specifically for the model was not available then a manual for the standard version of the vehicle with any other relevant supplementary information to prove the authenticity of the uprated model would be acceptable. The onus is on the entrant to prove eligibility of the model.

6. APPENDICES:

The following Commercial Undertakings are not subject to the judicial procedures of either the Championship Stewards and/or the MSA/MSA

6.1 Race Organising Club and Contact:

Peter Edwards, CTCRC, Homeleigh, London Road, Bolney, Haywards Heath. RH17 5PY

Tel: 01444 882737

E-m: peter.edwards@classictouringcars.com or peter@motortorque.org.uk

6.2 Commercial Undertakings:

6.2.1 Trade Support. TBA

6.2.2 Vehicle Decals. TBA

6.2.3 Promotional activities.

Competitors competing in this championship are requested to make their vehicles available for promotional activities if required.



**CLASSIC TOURING CAR RACING CLUB
2007 STOWE SALOON AND SPORTS 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 M

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