

Castle Combe FF1600 **Championship** **Regulations 2010**

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INTRODUCTION

Catering for Kent engined Formula Ford 1600s, this superb championship has been a crowd favourite at the circuit since 1969, with the 250th race run in 2005. The Castle Combe series is now the oldest in the country and arguably the most successful, blending intense competition with low cost and a friendly atmosphere amongst the competitors. Whilst many other single seater formulas struggle to exist, Castle Combe's Formula Fords go from strength to strength!

Three classes allow any type of Formula Ford 1600 to run competitively against its peers. The latest 'high tech' cars based on the Zetec chassis comprise the bulk of Class A, whilst a hotly contested class for Pre '90 chassis will sometimes generate a surprise outright race winner or overall championship contender. So don't be put off if your car is not in its first flush of youth, you can still be competitive once you have mastered the challenge of Castle Combe's tricky corners!

The formula's main attractions are low cost, low hassle and big thrills. The Kent engined cars are simple and cheap to maintain and the racing is consistently close enough to satisfy the most ambitious of drivers. There are a number of teams competing regularly at Castle Combe who can prepare and run your car for you at relatively low cost compared with almost any other single seater formula. Even so, the majority of drivers are real 'DIY' enthusiasts who tow their racers to the circuit behind their road car.

With Castle Combe's friendly atmosphere and non stop programme of entertainment which keeps the crowds coming back year after year you have a unique yet simple formula for enjoyable, fulfilling racing.

STATISTICS:

Lap records (as at 08/01/2010):

Class A (Post '95): 1:10.511, 94.45mph, Josh Fisher, Mygale SJ03

Class B ('90 to '95): 1:11.189, 93.55mph, Tom Bradshaw, Swift SC92

Class C (Pre '90): 1:12.243, 92.19mph, Nelson Rowe, Crossle 20F

Typical season budget: £5,000 assuming you run the car yourself, or £8,000 with a team.



1 SPORTING REGULATIONS – GENERAL

1.1 TITLE & JURISDICTION

The 2010 Castle Combe FF1600 Championship is organised and administered by the Castle Combe Racing Club Ltd. in accordance with the General Regulations the Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Commercial rights of the championship are owned by Castle Combe Circuit Ltd.

MSA Championship Permit No: CHR2010/071
Race Status: National B
MSA Championship Grade: D

1.2 OFFICIALS

1.2.1 CHAMPIONSHIP CO-ORDINATOR:

Mr Steve Burns
Castle Combe Circuit
Chippenham
Wiltshire
SN14 7EY
Tel: 01249 782417
Fax: 01249 782392
E-mail: SteveB@CastleCombeCircuit.co.uk

RACEDAY CO-ORDINATOR: Dave Vass - 07895 178783

1.2.2 ELIGIBILITY SCRUTINEER:

Mr Chris Arnold
9 Fitzmurice Close
Bradford-on-Avon
Wiltshire
BA15 1UE
Tel. 01225 826826
E-mail: ChrisAPug306@talktalk.net

1.2.3 CHAMPIONSHIP STEWARDS:

D Wells, R Smith, D Craig and R Beard

Any three Championship Stewards will constitute a quorum. In the event of any of the Championship Stewards listed above being unavailable or being unable to consider any particular matter due to a perceived conflict of interest, the organisers reserve the right to appoint an alternative Championship Steward or, if deemed to be necessary, more than one alternative Championship Steward.

1.3 COMPETITOR ELIGIBILITY

1.3.1 Entrants must be in possession of a valid current MSA Entrants Licence, where applicable.

1.3.2 Drivers and Entrant Drivers must be fully paid up valid Racing membership card holding members of the Castle Combe Racing Club, be Registered for the Championship and be in possession of a valid MSA Competition (Racing) National (B) or above licence. Or, be a professional driver in possession of a valid Licence (featuring an E.U. 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.

1.3.4 Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout qualifying and racing. Drivers whose best lap time exceeds by more than 10% that of the third fastest car within its class (assuming similar weather conditions) may be excluded

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at the discretion of the Clerk of the Course (MSA Regulation [Q.4.5.3](#)).

1.4 REGISTRATION

- 1.4.1 All drivers must register as competitors for the Championship by joining the Castle Combe Racing Club as Racing members. Racing Membership of the Castle Combe Racing Club includes annual Championship Registration.
- 1.4.2 There is no separate Championship Registration fee.
- 1.4.3 Registration will be accepted from 1st January until the closing date for entries to the last round.
- 1.4.4 Competition numbers are at the organisers discretion and will be allocated based on current championship positions.
- 1.4.5 Acceptance or rejection of registration is entirely at the discretion of the organisers and promoters.

1.5. CHAMPIONSHIP ROUNDS

- 1.5.1 The Castle Combe FF1600 Championship will be contested over 9 Rounds as follows:

Date:	Venue:	Organising Club:	Grade:
Monday 5 th April 2010	Castle Combe	Castle Combe Racing Club	Nat B
Monday 3 rd May 2010	Castle Combe	Castle Combe Racing Club	Nat B
Monday 31 st May 2010	Castle Combe	Castle Combe Racing Club	Nat B
Sat. 19 th & Sun. 20 th June 2010 (DH)	Castle Combe	Castle Combe Racing Club	Nat B
Saturday 17 th July 2010	Castle Combe	B.A.R.C.	Nat B
Saturday 31 st July 2010	Castle Combe	Castle Combe Racing Club	Nat B
Monday 30 st August 2010	Castle Combe	Castle Combe Racing Club	Nat B
Saturday 2 nd October 2010	Castle Combe	Castle Combe Racing Club	Nat B

DH denotes a double header

1.6 SCORING

- 1.6.1 Points will be awarded to competitors listed as classified finishers in the Final Results for each round. Points are awarded based on a competitors overall finishing position, irrespective of class as follows;

1st 30, 2nd 27, 3rd 25, 4th 23, 5th 21, 6th 20, 7th 19 reducing by 1 until 1 point for 25th position.

Points scored in the overall results will determine the championship standings.

In addition points will also be awarded per class as follows and will determine the additional class placings;

1st 15, 2nd 12, 3rd 10, 4th 8, 5th 6, 6th 5, 7th 4, 8th 3, 9th 2, 10th 1

In addition 1 point will be awarded overall and per class for the driver(s) setting the fastest race lap time(s) subject to 3 or more race / class starters. If more than one driver sets the same fastest lap then each shall receive the additional point.

- 1.6.2 The totals from all qualifying rounds less 1 will determine final championship points and positions. Should a competitor be excluded from the results of a race under MSA regulations then this cannot be counted as a dropped score.
- 1.6.3 Ties will be resolved according to [Q.3.4](#) of the current MSA Yearbook.

1.7 AWARDS

1.7.1 All awards are to be provided by the Castle Combe Racing Club.

1.7.2 **PER ROUND:**
Trophies to 1st, 2nd & 3rd in each class subject to number of starters as follows;
1st place only if less than 4 starters
2nd place if 4 or 5 starters
3rd place if 6 or more starters

1.7.3 **CHAMPIONSHIP:**
Trophies to 1st, 2nd, 3rd, 4th, 5th & 6th overall and 1st, 2nd & 3rd in each class subject to number of points scoring drivers as follows;
1st place only if less than 4 points scoring drivers
2nd place if 4 or 5 points scoring drivers
3rd place if 6 or more points scoring drivers

1.7.4 **BONUSES:**
The organisers/sponsors/promoters reserve the right to provide additional awards for and during the Championship.

1.7.5 **PRESENTATIONS:**
Garlands and trophies are to be provided for presentation at the end of each event or at the end of the meeting presentation ceremony. Prize money and Bonuses shall be posted to the Entrants within 10 days of the results being declared final after each event. End of season championship awards will be presented at the Castle Combe Racing Club Annual Dinner and Dance (date and location to be announced via Championship bulletin.) Non-attendance of any prizewinner to the prize giving may result in forfeiture of their awards.

1.7.6 **ENTERTAINMENT TAX LIABILITY:**
In accordance with current Government Legislation, the Organisers of every round are legally obliged to withhold tax at the current basic rate on all payments to non-UK resident sportsmen/sportswomen. That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Isles or Eire.
This means that the Organisers of every round are required to deduct tax at the relevant rate, from such payments they may make to non-UK residents.
Under certain circumstances, it is possible for competitors to enter into an agreement with the Inland Revenue to limit tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before their payment is due.
For further information contact: - The Inland Revenue, Foreign Entertainers Unit, Centre for Non-Residents, St. John's 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 or Championship Tables being revised after any provisional presentations and such revisions affect the distribution of any awards the Competitors concerned must return such awards to the Castle Combe Racing Club in good condition within 7 days.

2. SPORTING REGULATIONS - JUDICIAL PROCEDURES

2.1 ROUNDS

In accordance with **Section C** of the current MSA Yearbook

2.2 CHAMPIONSHIP

In accordance with **Section C** of the current MSA Yearbook.

3. SPORTING REGULATIONS - CHAMPIONSHIP RACE MEETINGS & RACE PROCEDURES

3.1 ENTRIES

3.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry closing date, which shall be 14 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 the 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 every round shall be as stipulated in the Supplementary Regulations plus any late entry surcharge imposed by the club.

3.1.5 In the event of any rounds being oversubscribed the Organising Clubs, in liaison with the co-ordinator / organiser 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 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 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 will notify competitors of the times and locations for all briefings in the Final Instructions for the meetings. Competitors must attend all briefings.

3.3 PRACTICE

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

3.3.2 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/series criteria and the decision of the Clerk of the Course shall be final.

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- 3.3.3 Should the need arise to stop any practice, RED LIGHTS will be switched on at the Start Line and RED FLAGS will be displayed at the startline and at all other Marshal 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 return to the pitlane unless directed by officials not to do so.

3.4 QUALIFICATION

Each driver should complete a minimum of 3 laps practice in the car to be raced and in the correct session in order to qualify for selection and order of precedence as set out in the MSA regulations Q.4.5 and Q.12.9. The Clerk of the Course and/or Stewards of the meeting shall have the right to exclude any driver whose practice times or racing are considered unsatisfactory as per MSA Regulation Q.4.5.

3.5. RACES

- 3.5.1 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 points scoring round.

3.6 STARTS

- 3.6.1 All race start countdowns are to have a minimum elapsed period of 3 minutes from the time all cars are released to form up the grid to the start of the Green Flag lap(s) in the formation as specified on the Track Licence for the Circuit.

- 3.6.2. The minimum countdown procedures/audible warning sequence shall be:
Standing Starts:

1 minute to start of Green Flag lap - Start Engines/Clear Grid.

30 Seconds - Visible and audible warnings for the start of Green Flag lap.

- 3.6.3 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited on the grid. Tyre cooling is also prohibited other than by natural convection

- 3.6.4 Any cars removed from the grid after the 1-minute stage or driven into the pits on Green Flag shall be held in the pit lane. They may start the race after the last car to take the start from the grid has passed the start line or pit lane exit, whichever is the later.

- 3.6.5 Any drivers unable to start the Green Flag lap or start are required to indicate their situation as per MSA Regulation Q.12.13.2 and any drivers unable to maintain grid positions on the Green Flag 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 that the starting lights fail the Starter will revert to using the National Flag.

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 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 Fermé area.

Cars may not enter the Pits unless directed to do so. Work on cars already in the Pits must

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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 restart from the original grid positions. Competitors unable to take the restart may be replaced by reserves who will start at the back of the grid 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 the race leader but less than 75%
The Race will restart from the grid set out in the finishing order of part one (as per Q.5.4.2) The result of the race will be the finishing order at the end of part 2. The length of the restarted race will be determined by the Clerk of the Course.
- 3.7.4 If the the leader has completed more than 75% of the race distance or duration it shall not be re-started and the results will be declared in accordance with MSA Regulation Q.5.4.3, unless the Clerk of the Course, in consultation with the Stewards deem it appropriate to restart the race.

3.8 RESCRUTINY

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 AND PIT LANE 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 PIT LANE: 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 due care and drive at minimum speeds in pitlanes. The Pitlane Speed limit is 15mph, any transgression may result in a penalty.
- 3.9.3 REFUELLING: May only be carried out in accordance with MSA Regulations Q.13.1.1 to Q.13.1.4, Circuit Management Regulations and SR's or Final Instructions issued for each 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 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 pitlane.

3.11 RESULTS

All Practice Timesheets, Grids, Race Results are 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 Championship qualifying practice sessions and races. The setting and servicing of these items must only be carried out by properly authorised MSA licenced 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 QUALIFICATION RACES

In the event of the need for any qualification races, the procedures will be as published in the Final Instructions for the events concerned.

3.14 OPERATION OF SAFETY CAR

- 3.14.1 The Safety car will be brought into operation and run in accordance with Section Q, Appendix 2 of the MSA General Regulations.

4 CHAMPIONSHIP RACE PENALTIES

4.1 INFRINGEMENTS OF TECHNICAL REGULATIONS

- 4.1.1 Arising from post practice Scrutineering or Judicial Action.

Minimum Penalty: The provisions of MSA Regulation C.3.3.

- 4.1.2 Arising from post race Scrutineering or Judicial Action:

Minimum Penalty: The provisions of MSA Regulations C.3.5.1(a) and (b).

For infringement 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 C.3.5.1(c).

4.2 INFRINGEMENTS OF NON-TECHNICAL MSA REGULATIONS AND THE SPORTING REGULATIONS ISSUED FOR THE CHAMPIONSHIP

- 4.2.1 As per current MSA Judicial Procedure Regulations.

- 4.2.2 Corner Markers – The Clerk of the Course reserves the right to impose a stop/go penalty in accordance with Q.12.6 for contact with the corner markers, (at the Esses and Bobbies), i.e. the black/white/red markers known as floppy markers. If this is done in practice the times for that and all previous laps will be disallowed.

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. Competitors are advised to read the following sections of the MSA Yearbook Regulations:

Section **B, J, K, L, Q** Technical Regulations and relevant Formula Ford 1600 Technical Regulations for the age of the car issued by the Ford Motor Company specifically.

5.2 GENERAL DESCRIPTION

5.2.1 The Castle Combe FF1600 Championship is for Competitors participating in 1600cc Formula Ford Single Seater Racing Cars, which comply with the current Regulations issued by the Ford Motor Company.

Cars will be split into three classes for cars manufactured as follows;

Class A: Cars built from 1/1/96

Class B: Cars built from 1/1/90 to 31/12/95

Class C: Cars built before 1/1/90

For all classes the onus is on the Competitor to prove the eligibility of the car.

5.2.2 EXAMINATION OF VEHICLES

The organisers (in addition to any other powers they may have under these Regulations) reserve the right before or after any race in the championship/series to designate any one or more of the competing cars for special eligibility scrutineering. Upon such election being made the competitor shall immediately place the car under the control of the organisers and be deemed to have permitted all such scrutineering, examination and testing as the organisers may responsibly require to undertake. The organisers have the right to:

- a Examine the car at the circuit for such period as they may reasonably require and take fuel samples and/or
- b Retain the car for detailed examination at premises chosen by the organisers. If the organisers elect to retain the car they shall make it available for collection by the competitor at least seven days prior to the qualification session for the next race in the championship/series unless the car is found to be in breach of these regulations and/or
- c Seal the car and its components in such a manner as they may choose and require the competitor at their own expense to present the car at any other premises chosen by the organisers for detailed examination within a specified period and/or remove the car by transporter at no expense to the competitor to an appointed location. The competitor will be advised in writing of the time, date and location of the subsequent testing or eligibility examination.

The overseen stripping of the engine or any required component will be undertaken by the competitor and/or mechanic/technician nominated by the competitor.

The organisers reserve the right to re-inspect vehicles at any time during the course of the season, should there have been a regulation infringement or circuit incident.

Competitors will be personally and solely responsible for ensuring that their cars comply with their registration details and with these regulations for each event at which they are entered. Failure to comply in either respect will be a breach of these regulations. Queries concerning eligibility should be referred in writing to the organisers/championship/series Eligibility Scrutineer at least seven days prior to an event entered, to permit a ruling in advance of any

meeting at which it is intended to compete.

No car may be removed from the circuit/venue prior to the conclusion of the race without the approval of the Clerk of the Course and Chief Scrutineer.

5.3 SAFETY REQUIREMENTS

MSA Regulation Safety Regulations will apply unless specified in the current Formula Ford Regulations issued by the Ford Motor Company:

5.4 GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS

5.5 CHASSIS: As per the current Formula Ford Regulations issued by Ford Motor Company. In addition the chassis may be identified by a MSA sealing tag, attached and recorded by the championship Eligibility Scrutineer. Any change of chassis will require a new seal being attached prior to any competition. Failure to comply will render the car ineligible.

5.6 BODYWORK: As per the current Formula Ford Regulations issued by Ford Motor Company.

5.7 ENGINES: As per the current Formula Ford Regulations issued by Ford Motor Company.

5.8 SUSPENSION: As per the current Formula Ford Regulations issued by Ford Motor Company.

5.9 TRANSMISSION: As per the current Formula Ford Regulations issued by Ford Motor Company.

5.10 ELECTRICS: As per the current Formula Ford Regulations issued by Ford Motor Company.

5.11 BRAKES: As per the current Formula Ford Regulations issued by Ford Motor Company.

5.12 WHEELS AND STEERING: As per the current Formula Ford Regulations issued by Ford Motor Company.

5.13 TYRES: (MSA Regulation L1 for Formula Ford refers)

5.13.1 SPECIFICATION:
FF1600 cars built from 01/01/82: Avon ACB10
FF1600 cars built before 1982: Avon ACB10, ACB9 or Dunlop tyres approved by the MSA for use on Formula Ford vehicles.

5.13.2 Nominated manufacturers: Avon (Dunlop tyres may be used on pre 1982 cars only)

5.13.3 The use of any heating/heat retention devices, tyre treatments and compounds is prohibited. Tyre cooling is also prohibited other than by natural convection.

5.13.4 For each event (including official qualifying) competitors may only use officially nominated tyres (regulation 5.13.6). A maximum of 4 new sets (8 x front and 8 x rear) tyres may be nominated during the season. Double header meetings are classified as a single event.

5.13.5 A used tyre is defined as a tyre, which has been nominated for that competitor on a tyre nomination form at a previous round. All other tyres are deemed to be new tyres.

5.13.6 Each competitor must nominate, on the form provided by the Championship Organisers, the manufacturers numbers of the tyres for use at each event. This form must be handed to the Scrutineers prior to the start of the first qualifying session.

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The nomination of tyres is specific to the driver. If the driver changes cars in a team, then he/she must use tyres previously declared for his/her use, plus any new tyres up to the maximum permitted by these regulations. In the case where a driver changes team during the season they may nominate tyres as shown above, however the used tyres must have been previously allocated to the car or team to which the transfer has taken place.

5.13.7 The replacement of any tyre is subject to the prior agreement of the Championship Eligibility/Safety Scrutineer and a representative of Cooper-Avon Tyres if present at the event.

5.13.8 Only tyres nominated for that event are permitted in the Pit Lane during official qualifying sessions and races.

5.14 MINIMUM WEIGHT LIMIT: As per the current Formula Ford Regulations issued by Ford Motor Company. In addition the minimum weight of car plus driver, at any time during competition shall be 500kg.

5.15 FUEL TANK AND FUEL: As per the current Formula Ford Regulations issued by Ford Motor Company.

5.16 SILENCING:

Vehicles must be silenced to the requirements of the MSA Regulation J.5.17 Appendix 1 Chart 5.18 Section B (108dBA at $\frac{3}{4}$ rpm at 0.5m). In addition the noise level produced by the vehicle measured at the location specified in the MSA Track Licence (approximately 16m from the racing line), or any other similar position determined by the Organisers, must not exceed 98 dBA.

5.17 COMPETITION NUMBERS/DECALS

5.17.1 All cars must be identified by MSA J.4 specification numbers displayed in positions acceptable to the Timekeepers. Numbers must be located on both sides and forward facing. Coloured disks, supplied by the championship organisers, are to be affixed next to racing numbers to aid class identification.

5.17.2 The Castle Combe Racing Club and any sponsors decals must be displayed in an un-obscured position on both sides of the car to qualify for points and prizes.

5.17.3 The Castle Combe Racing Club and sponsors decals will be provided by the Championship Organisers, whereas Entrants are responsible for supplying numbers and backgrounds.

6. APPENDICES

The Following Commercial Undertakings are not subject to the Judicial procedures of either the Championship Stewards and/or the MSA/MSJ.

6.1 RACE ORGANISING CLUB AND CONTACTS

Title:	Name	Contact Details:
Castle Combe Racing Club	Steve Burns	Castle Combe Circuit Chippenham Wiltshire SN14 7EY Tel: 01249 782417 Fax: 01249 782392 E-mail: SteveB@CastleCombeCircuit.co.uk

6.2 COMMERCIAL UNDERTAKINGS

6.2.1 VEHICLE PRESENTATION

The presentation of the car is fundamental to the profile of the championship/series its sponsors and its audience. Therefore in considering whether to permit any car to race, at any point during the season, the organisers will regard as paramount the presentation of the car. In taking into account its appearance inherent in which is the standard of its presentation (including interior) they may exclude any car which they consider may prejudice the reputation of the championship/series or is otherwise unacceptable.

This will include where the car is presented at a race event bearing accident damage sustained at a previous event and which has not been subject to the completion of a full and proper repair. Note: A double header can be regarded as one event for the purposes of this regulation.

6.2.2 TRADE SUPPORT: The organisers reserve the right to obtain support sponsorship for the championship usually by means of product for competitors. To qualify this may require fixing support logos on either side of the car

6.2.3 VEHICLE DECALS AND OVERALL PATCHES: Decals to be displayed on either side of the vehicle. Overall patches displayed above chest height on the overalls.

6.2.4 PROMOTIONAL ACTIVITIES: Drivers may be required to participate in promotional activities at certain race meetings.