

Castle Combe Saloon Car **Championship** **Regulations 2009**

INTRODUCTION

This is what saloon car racing should be about. Take a road going saloon or hatchback, add a set of technical regulations allowing enough modification to make life interesting without going overboard on cost, limit the ultimate performance by compulsory use of road tyres, throw in four classes for diversification - result = packed grids, fantastic racing and smiling drivers.

One of the championship's big attractions is the wide diversity of cars capable of being competitive. Whilst the nimble front wheel drive hatches have traditionally been both the numerical favourites and race winners, the growing trend towards turbocharged four wheel drive machines, prompted the introduction of a new class A for 2006, which regularly features Subaru Impreza's and Mitsubishi Evo's.

Class B is the battleground of the front wheel drive hatchbacks versus the mighty power of the rear wheel drive BMWs, whilst Classes C & D continues to be a 106 versus Corsa contest with the odd MG ZR thrown in.

Whilst most of the front runners are using fully race prepared engines with all the right suspension and brakes with budgets to match, it is possible to have a competitive and enjoyable season on a tiny purse. Many competitors run on budgets of around £2,000 for a full season and can still clock up worthwhile results.

STATISTICS:

Lap records (as at 23/10/2008):

Class A (4wd up to 3000cc): 1:13.108, 91.09mph, Laurence Kilby, Mitsubishi Lancer Evo 8 2000cc

Class B (2wd 1801cc to 3000cc): 1:15.932, 87.71mph, Mark Wyatt, Vauxhall Astra 2000cc

Class C (2wd 1401cc to 1800cc): 1:16.947, 86.55mph, Tim Hanlon, Peugeot 205 GTi 1756cc

Class D (2wd up to 1400cc): 1:20.123, 83.12mph, Charles Atherton, Vauxhall Corsa 1400cc

Typical season budget: £5,000 (based on a standard engine).

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1 SPORTING REGULATIONS – GENERAL

1.1 TITLE & JURISDICTION

The 2009 Castle Combe Saloon Car 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: CHR2009/074
Race Status: National B
MSA Championship Grade: **D**

1.2 OFFICIALS

1.2.1 CO-ORDINATOR:

Mr Steve Burns
Castle Combe Circuit
Chippenham
Wiltshire
SN14 7EY
Tel: 01249 782417 / 783139
Fax: 01249 782392
E-mail: SteveB@CastleCombeCircuit.co.uk

RACEDAY CO-ORDINATOR: Ian Whitmill – Tel. 01249 782460

1.2.2 ELIGIBILITY SCRUTINEER:

Tony Bishop
Lodge Hill Farm
Chapmanslade
Westbury, Wiltshire. BA13 4AR
Tel: 01373 832259

1.2.3 CHAMPIONSHIP STEWARDS:

D Wells, R Smith, **D Craig** and P Stowe

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 licences. **Entry to Class A requires an MSA Competition (Racing) National (A) or above licence.**

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 at the discretion of the Clerk of the Course (MSA Regulation G15).**

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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 Upon registration permanent competition numbers for the championship will be issued.
- 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 Saloon Car Championship will be contested over 9 Rounds as follows:

Date:	Venue:	Organising Club:	Grade:
Monday 13 th April 2009	Castle Combe	Castle Combe Racing Club	Nat B
Monday 4 th May 2009	Castle Combe	Castle Combe Racing Club	Nat B
Monday 25 th May 2009	Castle Combe	Castle Combe Racing Club	Nat B
Sunday 14 th June 2009	Castle Combe	Castle Combe Racing Club	Nat B
Sunday 19 th July 2009	Castle Combe	B.A.R.C.	Nat B
Sat. 8 th & Sun. 9 th August 2009 (DH)	Castle Combe	Castle Combe Racing Club	Nat B
Monday 31 st August 2009	Castle Combe	Castle Combe Racing Club	Nat B
Saturday 3 rd October 2009	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 as follows: -
Points per Round/Class: -
If 6 or more starters 6,5,4,3,2,1
If 5 starters 5,4,3,2,1
If 4 starters 4,3,2,1
If 3 starters 3,2,1
If 2 starters 2,1
If 1 starter 1

Plus 1 point to the driver(s) setting the fastest lap in every class. If more than one driver sets the same fastest lap then each shall receive the additional point.

- 1.6.2 The totals from all rounds will determine final championship points and positions.
- 1.6.3 Ties will be resolved according to G11 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 every class subject to number of starters which is as follows: -
1st place only if less than 4 starters
2nd place if 4 starters
3rd place if 6 or more starters.

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- 1.7.3 CHAMPIONSHIP:
Trophies to 1st, 2nd & 3rd in every class.
- 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 will be presented to Class Winners at the end of every race. Other trophies will be presented on race day. Prize money will be posted to entrants within 10 days of the results of every round being declared final. 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 [C(d)] of the current MSA Yearbook

2.2 CHAMPIONSHIP

In accordance with [C(d)] 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 every 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. 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.

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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.

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 G15. 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 G15.

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 a 2x2x2 grid formation.

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- 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.
- 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 G53. 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 shown 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 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. 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 G23) 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 race had to be stopped after the leader had completed more than 75% of the race distance, it shall not be restarted and the results will be declared in accordance with MSA Regulation G23.

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

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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.

3.9.3 REFUELLING: May only be carried out in accordance with the MSA G67-70 Regulations, 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 pit lane.

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 to neutralise a practice session or race upon the sole decision of the Clerk of the Course. The Safety Car will be driven by an experienced circuit driver (in accordance with GR B27) and will carry an observer capable of recognising all competing cars and who is in permanent radio contact with Race Control.

3.14.2 The Safety Car, yellow/amber lights illuminated, will normally join and exit the circuit from the pit lane and the Safety Car boards will be shown initially from the start-line. If these locations are to be varied specific written instructions and verbal briefings will be issued detailing the exact locations to be used.

3.14.3 On the order from the Clerk of the Course, the Safety Car will join the circuit with its revolving lights on, regardless of where the race leader is.

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- 3.14.4 When the order is given to deploy the Safety Car a waved yellow flag and “SC” board will be displayed at the start finish line. The waved yellow flags and “SC” boards will flow around the circuit in both directions, as an adjacent post displays both their waved yellow flag and “SC” board. This system may be supplemented by a message being simultaneously broadcast to all marshals’ posts if such a communication system is available.
- 3.14.5 Flashing yellow lights may also be used at the startline and at other points around the circuit.
- 3.14.6 All competing cars, when notified of the Safety Car intervention (by the flag signals, SC boards, or by any another means) will reduce speed and line up behind the Safety Car, no more than 5 car lengths apart, and maintaining the same speed as it. Overtaking or overlapping of any other competing car during a Safety Car intervention is forbidden. Overtaking of a Safety Car is forbidden unless the particular competitor concerned is signalled to overtake the Safety Car by the observer in the Safety Car.
- 3.14.7 When ordered to do so by the Clerk of the Course, the observer in the Safety Car will wave past any cars between the Safety Car and the race leader. These cars will continue at reduced speed and without overtaking until they reach the line of cars behind the Safety Car. Cars will not be waved past the Safety Car during practice sessions.
- 3.14.8 While the Safety Car is in operation competing cars may enter the pit lane, but may only rejoin to the track when signalled to do so and not when the safety car and the line of cars following it are about to pass or are passing the pit exit. A car rejoining the track must proceed at an appropriate speed until it reaches the end of the line of cars behind the Safety Car.
- 3.14.9 The Safety Car will remain in operation until at least the majority of competing cars on the circuit are lined up behind it.
- 3.14.10 When the Clerk of the Course calls in the Safety Car it will extinguish the yellow/amber flashing lights prior to exiting the circuit. This would normally be such that a minimum of 25% of a lap for circuits over 2 miles, and 50% of a lap for circuits under 2 miles should be completed by the Safety Car with the lights extinguished.
- 3.14.11 Following the safety car extinguishing its lights, and prior to passing the green flag, the race leader will maintain the pace set by the Safety Car. The race leader will dictate the pace and, if necessary, fall more than five car lengths behind it. In order to avoid the likelihood of accidents before the safety car returns to the pits, from the point at which the lights on the car are extinguished drivers must proceed at a pace which involves no erratic acceleration or braking nor any other manoeuvre which is likely to endanger other drivers or impede the restart.
- 3.14.12 As the Safety Car is approaching the pit entry, the green flag will be displayed at the start finish line and the “SC” board withdrawn. Following this display of the start signal yellow flags and “SC” boards at the marshals posts will be withdrawn and be replaced with a waved green flag for one lap. The waved green flag will flow around the circuit in both directions, as an adjacent post displays their waved green flag. This system may be supplemented by a message being simultaneously broadcast to all marshals’ posts if such a communication system is available. Overtaking remains strictly forbidden until the start signal is passed.
- 3.14.13 Each lap covered while the Safety car is in service will be counted as race lap.
- 3.14.14 Under certain circumstances the Clerk of the Course may ask the Safety Car to use the pit lane. In this case, and provided its yellow/amber lights remain illuminated, all cars must follow it into the pit lane without overtaking. Any car entering the pit lane under these circumstances may stop at its designated garage area.

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(d)36].

4.1.2 Arising from post race Scrutineering or Judicial Action:

Minimum Penalty: The provisions of MSA Regulations [C(d)39(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(d)39(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 G65 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

- 5.1.1 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. Any technical query must be lodged with the Championship Co-ordinator in writing. All queries will be answered in writing.
- 5.1.2 The onus is on the Entrant to provide documentation, acceptable to the Organisers, to support the compliance of any part of the vehicle with these regulations.
- 5.1.3 The Organisers reserve the right to exclude any vehicle, which, in their opinion, does not comply with the spirit of the Regulation.
- 5.1.4 Where a vehicle is deemed, by The Organisers to have an advantage over the rest of the vehicles in its class it may be required to carry extra weight. A review of weights will be carried out on the 1st June and 1st August. Competitors will be given notice of any increased weight at least seven days before the next round. Any ballast must be fitted in accordance with the current MSA Yearbook regulation [C(b)21] and mounted in the floor area where the front passenger seat would normally be.
- 5.1.5 All vehicles must comply with MSA Regulations [C(b)], G (Technical) and [C(c)] as relevant and as clarified in writing by the Organisers.

5.2 GENERAL DESCRIPTION

- 5.2.1 The Castle Combe Saloon Car Championship is for competitors driving Saloons Cars and Coupes listed in Appendix 6.3 (which may be added to in writing at any time by the Organisers), which are prepared and raced in compliance with these regulations and segregated into four classes.

A – Four wheel drive cars up to 3000 c.c.
B – Two wheel drive cars 1801 c.c. to 3000 c.c.
C – Two wheel drive cars 1401 c.c. to 1800 c.c.
D – Two wheel drive cars up to 1400 c.c.

The co-efficient for forced induction will be 1.5:1.

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

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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.

5.3 SAFETY REQUIREMENTS

5.3.1 MSA Regulation [C(c)] Safety Regulations as relevant and as clarified below.

5.3.2 Roll Cage - A roll cage to [C(c)] (Drawing No. 3) with the addition of a diagonal brace (Upper mounting of the diagonal to be on the drivers side of the cage) (Drawing 5 or 6) the minimum mandatory requirement. Fitting of a door bar on the driver's side of the vehicle is mandatory. Lateral bars across the A and B hoops (Drawing 9) are strongly recommended

5.3.3 Seat Belts - Seat belts to a minimum requirement as per [C(c)]45 Four Point] and G125 are mandatory for the driver.

5.3.4 Fire Extinguisher - A Fire Extinguisher to [C(c) Appendix1, Table 56 (b)] and G130 is mandatory. The extinguisher must be secured to the floor of the vehicle by both the manufacturers bracket and an additional over centre clip. It is strongly recommended that at least a 2.25lts plumbed in system is fitted with external and internal triggering.

5.3.5 Battery - The fitting of an External Circuit Breaker in compliance with [C(c) 75,76] is mandatory. This circuit breaker must also be operable by the driver whilst seated normally.

5.3.6 Towing Eyes - The fitting of towing eyes front and rear to G99 is mandatory.

5.3.7 Electrical Systems - It is strongly recommended that any central locking system is isolated during competition use.

5.4 GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS

The prescriptions of MSA Regulations [C(b) Technical] as well as G Technical Regulations apply except as modified by the following regulations.

Unless specifically authorised in these Regulations, the use, substitution of, and/or addition of any parts, or materials, is prohibited.

Welding or repair materials may be added, manufacturers, or other approved, replacement parts may be fitted for the sole purpose of restoring the vehicle to the manufacturers standard specification or to comply with the safety requirements of these Regulations.

5.5 CHASSIS / BODY SHELL

5.5.1 Please refer to MSA Regulation 'The Terminology: Bodyshell'. Minimum ground clearance of 75mm with the driver aboard in the normal seated position, excluding exhausts and brake ducting.

5.6 BODYWORK / BODY SHELL

5.6.1.1 BODY SHELL - All metal bodywork and panels must be retained to their original specifications,

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except for a minimum of other materials used for repair purposes. No modifications are permitted with the exception of seam welding and additional strengthening locally at roll bar mountings. A front upper strut tie bar may be fitted. A brace may be fitted between the front lower wishbone mounts, but it must not be adjustable in length to facilitate camber change. A strut brace may be fitted between the rear shock absorber mountings in the boot area or the interior of the car. Strengthening sections on boot, bonnet and doors only may be removed. Sunroofs where fitted must comply with G129.

5.6.1.2 The windscreen must be laminated glass but all other windows must be glazed with the same material as originally supplied by the manufacturer. The windscreen and both driver and passengers side windows must remain clear glass. Where manufacturer produces a windscreen or side window with a top tint or slight tint, the glass must pass 75% of the available light (this is to be checked with a suitable light meter). The above does not affect the coloured sun strip.

5.6.1.3 Where parts of the vehicles (other than the sunroof) were non-metallic as supplied by the manufacturer they must be retained as original. It is permissible to trim the lower edges of the bumpers within the limitations of 5.6.1.6. Where manufacturers provide 'knock-out' panels in bumpers for auxiliary lights these may be removed and used for ducting. Where the front slam panel is originally welded to the inner wing or any part of the body shell it must remain in its original location, a minimum of modification will be permitted to accommodate air intake boxes or filters.

5.6.1.4 The wheel arches may be extended by fitting wheel arch extensions of alternative material, the extension must not be part of side skirts unless originally fitted by the manufacturer and must not exceed 75mm from the line of the original wing or body sill. The arc of the wheel arch at its outermost point must not be increased in size. The inner wings within the engine compartment or the interior including the boot area must not be modified. Other than as defined in 5.12.3.

5.6.1.5 Raising the rear edge of the engine cover by not more than 25mm from its original position is permitted. Also additional slots louvers or holes up to a maximum combined area of 300 cm², are permitted to provide additional airflow to the engine bay. Where the original car is fitted with bonnet vents exceeding the above, the area of the vent may not be increased and must remain as originally fitted, no additional vents are permitted other than raising the rear edge of the engine cover by 25mm.

5.6.1.6 The silhouette and plan view of the original vehicle must be retained except as defined in the previous two paragraphs.

5.6.2.1 INTERIOR - All interior trim may be removed, including the heater or air conditioning system. The original dashboard may be retained or replaced with one of alternative material. Additional instruments may be fitted. Instruments in the binnacle are free. If the inner door trims are removed they must be neatly replaced with aluminium, kevlar or similar material panel.

5.6.2.2 The driver's door window must remain operable by the driver when seated in the normal driving position.

5.7 ENGINE

5.7.1.1 ENGINE - The cylinder block and cylinder head must be the same as originally fitted to that make and model, and located as such. Over-boring is permitted up to maximum capacity of the Class entered. No change of stroke is permissible. Any other internal modifications are free.

5.7.1.2 Forced induction is only permitted on engines of the make and model of cars, which were fitted as standard. An intercooler may be fitted within the overall periphery of the bodywork.

5.7.1.3 All cars in Class A with engines fitted with forced induction must comply with a maximum boost pressure at a level of 2 bar which is set by the organisers. Maximum Boost pressure in mbar above atmospheric pressure is to be achieved by setting the maximum boost pressure regulated by the engine ECU or management system. Any Car registered for Class A must be equipped with a MoTec M800 management system.

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Issued by Castle Combe Racing Club Ltd. – Wednesday 21st January 2009

By entering the championship it is agreed that access to the mapping data stored on the ECU will be made available to the Eligibility Scrutineer on request.

(1) Pre qualifying the boost setting will be checked and the program electronically locked. The communication port will also be sealed with a MSA seal.

(2) Post qualifying the seal will be checked and if found to be damaged the data will be checked for compliance and re-sealed. Should the data indicate the boost pressure has been exceeded the matter will be reported to the Clerk of the Course.

(3) Post Race the seal and data will be checked and any abnormality reported to the Clerk of the Course.

(4) Should there be any dispute that the data is incorrect or the pressure of 2 bar has been exceeded a suitable calibrated pressure gauge will be fitted to the pressure take off in the inlet manifold and the pressure compared with the data from the ECU.

If for any reason the competitor requires access to diagnostics or to change other settings stored on the ECU the Eligibility Scrutineer must be informed.

After any work is carried out the Scrutineer will re check the boost setting and lock the programme and re-seal the port.

In order to maintain equalisation, the organisers reserve the right to review and adjust the specified maximum boost pressure after each race by Championship Bulletin.

5.7.2 FUEL SYSTEMS - Free. Fuel injection may be replaced by carburettor(s) and vice versa.

5.7.3 IGNITION SYSTEMS - Free.

5.7.4.1 OIL LUBRICATION SYSTEMS - Are free but dry sumping is not permitted. An oil cooler may be fitted within the overall periphery of the bodywork

5.7.4.2 The cooling system and the water pump must be as originally fitted by the manufacturer. Additional water pumps are permitted. The cooling fan and radiator are free.

5.7.4.3 The exhaust manifold and system are free, all exhaust gases must exit beyond the bodywork behind the rear wheels.

5.8 SUSPENSIONS See 5.12

5.9 TRANSMISSIONS

5.9.1 The original casings of the gearbox and final drive must be retained in their original locations.

5.9.2 The internals of the gearbox and final drive are free but no more than the original number of gear ratios is permitted. A limited slip or torque-biasing differential may be fitted. Any other form of mechanical, electrical, or hydraulic traction control is permitted only if supplied as an original fitment or option to that model.

5.9.3 Reverse gear must be retained as one of the gear ratios and must be operable by the normally seated driver. The fitting and or use of a semi-automatic, self changing and or sequential selection gear box is not permitted unless a factory or OE fitment.

5.10 ELECTRICS

5.10.1 The exterior lighting system must be complete and in full working order, however auxiliary lighting may be removed, e.g. front fog lights.
Rear fog light must be fitted and working [C(c) 69-71].

5.10.2 The battery may be relocated but must be suitably enclosed and secured.

5.10.3 Windscreen wiper(s) must be fitted and operate as a complete system. Single wiper systems are allowed.

5.10.4 Charging systems must be fitted in their original location and functioning.

5.11 BRAKES

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- 5.11.1 Free. Ducting for the purpose of cooling brakes is permitted beneath the car, but no holes to be cut into the bodywork of the car, with exception of 5.6.1.3.
- 5.11.2 Carbon fibre or Carbon Metallic brake discs may not be used. ABS is permitted if fitted as original equipment or option on that car.
- 5.11.3 Foot pedals including clutch, brake and throttle are free.

5.12 SUSPENSION / STEERING

- 5.12.1 Substitution of the shock absorbers/coil springs/torsion bars by up rated versions is permitted. McPherson strut mountings make and type are free but must locate to the original mountings. At the top mounting, the strut centre must be within a radius of 25 mm of its original locations.
- 5.12.2 The fitting of remote damper reservoirs is not permitted.
- 5.12.3 To achieve a change in camber/castor the lower inner mounting points of the suspension track control arm or lower wishbone may be repositioned by a maximum of 13mm. Alternatively the track control arm, upper or lower wishbone (but not both) may be lengthened or shortened by a maximum of 13mm. It is not permitted to cut and weld or modify in any way (other than the above) the sub frame, axle, or trailing arm mounting to achieve camber changes. Rear shock absorber upper mountings may be reinforced within the limits of the bodywork but the upper shock absorber mounting must remain within 25mm of its original position.
- 5.12.4 The fitting of an additional or up rated front and or rear anti-roll bar is permitted but no part of the roll bar or its mountings or linkage may protrude into the engine bay, boot, or interior of the car.
- 5.12.5 Up-rated or Poly type replacement bushes may be fitted. Replacement of any steering or suspension joint by a rod end or spherical type joint is not permitted. Only when fitted as standard by the manufacturer on that model would spherical type bearings be permitted.
- 5.12.6 One-piece wheel spacers up to a maximum of 25mm may be fitted.
- 5.12.7 The wheelbase and Track must remain as standard except for the effects of the permitted adjustments in camber/castor and the permitted wheel spacers.
- 5.12.8 The steering rack / box must remain original and in original location. The internals of the steering gear are free. Fitted power steering systems are free. The steering column and any safety features such as collapsible sections must remain as standard and be located by suitable fittings.
- 5.12.9 Electronic body roll or yaw control can only be used if it is a factory fitted option for that make and model of car.
- 5.12.10 STEERING: The steering wheel is free, be aware if fitting a quick release system and or any extension that it is fit for the purpose [C(b)13].

5.13 WHEELS & TYRES

- 5.13.1 The wheel and tyre combination must be covered by the bodywork of the vehicle so as to comply with MSA Regulation [C(b)26g].
- 5.13.2 Wheel type is free but must utilise the original type of attachment to the hub (No single nut centre fixing unless fitted as standard).
- 5.13.3 Only Road Tyres which are “E” marked compliant with MSA Regulation [C(e) Production Tyres] are permitted and must be listed on MSA Approved List 1A [(C(e)) or have been listed on MSA Approved List 1A [C(e)] within the past 3 years.
- 5.13.4 The use of tyre heating/heat retention devices is prohibited.

5.14 NONE

5.15 FUEL TANK/FUEL

- 5.15.1 FUEL TANK/FUEL - The fuel tank capacity, location and type is free provided that the requirements of the MSA Regulation G97 are complied with. Only Pump Fuel (petrol, LPG or Diesel) as defined by the MSA Regulation 'The Terminology: Pump Fuel' may be used.

5.16 SILENCING

- 5.16.1 Vehicles must be silenced to the requirements of the MSA Regulation [C(b)23] Chart 24 Section 'A' (105dBA at ¾ 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 93 dBA.

5.17 NUMBERS AND CHAMPIONSHIP DECALS

- 5.17.1 All cars must be identified by MSA [C(b)6] specification numbers displayed in positions acceptable to the Timekeepers.
- 5.17.2 The Castle Combe Racing Club and 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/MSA.

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 / 783139 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 ADVERTISING/GLASS

A All glass areas must remain clear and unobstructed by decals/advertising or any other obstruction unless these regulations specify different or are approved by the Castle Combe Racing Club/Championship Co-ordinator.

B The only exception being the rear side windows that should have the drivers' surname and championship class (if any), clearly displayed in simple bold type, unless these championship regulations specify a different option.

C All surfaces, which have not been claimed for stickers by the Championship, its sponsors or used for the application of starting numbers, are free for use. The Championship Co-ordinator must approve conflicting sponsor's stickers in advance and the position, size and colours (if approved) will be at the discretion of the Championship Co-ordinator.

6.2.3 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 sponsors' logos on either side of the car.

6.2.4 VEHICLES DECALS/BADGES:

To be displayed as the diagram on Page 19.

Front windscreen strips:

Class A Yellow

Class B Red

Class C Blue

Class D Green

Coloured disks are to be affixed next to racing numbers to aid identification.

Door panels: See Diagram on Page 19. (To aid fixing these are in 2 sections) to be applied to form one area. The central area number panel, lower section Castle Combe Saloon Car Championship.

Driver's surnames: Driver's surnames should be displayed centrally on each rear quarter window. The letters are to be a colour to match the front windscreen strips with a white border and must be to a uniformed size and style of helvetica bold with 90 mm cap height with the initial letter in upper case capitals followed by lower case, e.g:- Smith.

6.2.5 PROMOTIONAL ACTIVITIES:

Drivers may be required to participate in promotional activities at certain race meetings.

6.3 ELIGIBLE VEHICLES:

The Castle Combe Saloon Car Championship is for vehicles, which were not more than ten years old on January 1st 2009 as listed in either the Glasses or Parkers Car Guides, and available through a manufacturers authorised dealership in the United Kingdom within the last ten years. This does not preclude the use of older vehicles provided the same model was in production on the date specified. Imported cars which do not appear in either guide may be eligible if they are derived from a base model which does appear in the guides, subject to approval by the championship organisers. Where a manufacturer produces a version of a model or another manufacturer produces a model previously sold in the UK for sale outside of the UK and is then imported as a "Grey Import" is not acceptable for the championship. In the event of any dispute the listing in Parkers Price Guide or the manufacturers price list for that model as sold in the UK showing its dates would be accepted. Cars which were registered for the 2008 Championship may remain eligible at the discretion of the Castle Combe Racing Club.

The following vehicles are considered to be eligible (see list) in the following classes:-

A – Four wheel drive cars up to 3000 c.c.

B – Two wheel drive cars 1801 c.c. to 3000 c.c.

C – Two wheel drive cars 1401 c.c. to 1800 c.c.

D – Two wheel drive cars up to 1400 c.c.

The co-efficient for forced induction will be 1.5:1.

Castle Combe Saloon Car Championship **ELIGIBLE VEHICLES FOR YEAR 2009**

MAKE	MODELS
Alfa Romeo	147, 156, 159, 166, GT, Brera
Audi	A2, A3, A4, A6, TT Coupe
BMW	1, 3 '98 on, and 5 Series '96 on, M3 '93 on, Mini Cooper and Mini Cooper S
Chevrolet	Kalos, Tacuma, Lacetti
Chrysler	Neon
Citroen	Xantia, Saxo, Xsara, C2, C3, C4
Daewoo	Kalos, Lanos, Lacetti
Daihatsu	Charade '93 on, Sirion
Fiat	Brava, Bravo, Marea, Punto, Stilo, Coupe, Sedici, Croma
Ford	Cougar, Fiesta '99 on, Focus, Ka, Mondeo, Puma
Honda	Accord '99 on, Civic '95 on, Integra, Legend, Prelude, Jazz
Hyundai	Getz, Accent, Lantra, Elantra
Kia	Rio, Cerato, C'eed
Lexus	IS
Mazda	3 '98 on, 6 '97 on
MG	Maestro*, ZR, ZS, ZT
Mitsubishi	Carisma, Colt '96 on, Galant '97 on, Lancer '98 on
Nissan	Almera, Micra '93 on, Primera, 200SX '94 on
Peugeot	106, 107, 205*, 206, 207, 306, 307, 308, 406 '96 on, 407
Proton	Satria GTi
Renault	Clio '98 on, Laguna, Megane
Rover	Mini, 25, 45, 75, 200 '95 on, 400, 600
Saab	9-3, 9-5
Seat	Cordoba, Ibiza, Toledo '99 on, Leon, Altea
Skoda	Fabia, Felicia, Octavia
Subaru	Legacy '99 on, Impreza
Suzuki	Swift, Ignis, Liana, Baleno
Toyota	Corolla '97 on, Celica '99 on, Avensis, Yaris, Auris
Vauxhall	Astra '98 on, Corsa, Omega, Vectra
VW	Lupo, Golf MkIV on, Polo '94 on, Vento*, Bora, Jetta '06 on, Scirocco '08 on
Volvo	S40, V40

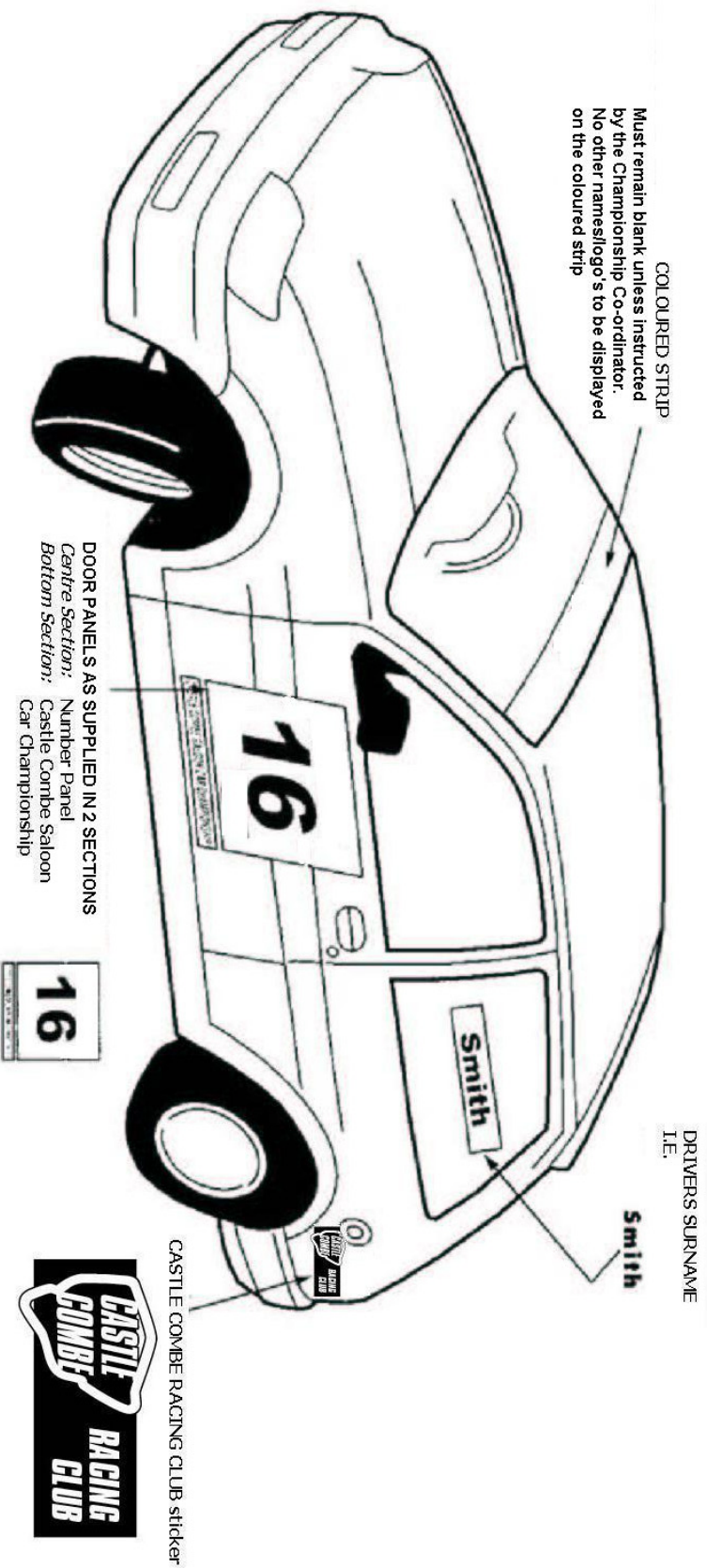
Applications for vehicles to be added to this list must be made in writing to the Organisers
Contenders will be notified in writing of any changes to the list

* Remains eligible until 31st December 2009 under regulation 6.3 [Cars which were registered for the 2008 Championship may remain eligible at the discretion of the Castle Combe Racing Club].



Castle Combe Saloon Car Championship

COLOURED STRIP
Must remain blank unless instructed
by the Championship Co-ordinator.
No other names/logos to be displayed
on the coloured strip



DRIVERS SURNAME
I.E.

Smith

CASTLE COMBE RACING CLUB sticker



DOOR PANELS AS SUPPLIED IN 2 SECTIONS
Centre Section: Number Panel
Bottom Section: Castle Combe Saloon
Car Championship



- 2 Door Panels
- 1 Windscreen Strip
[Class A: YELLOW Class B: RED Class C: BLUE Class D: GREEN]
- 2 Castle Combe Racing Club Stickers
[one on both sides of the car]