

Castle Combe Special GT **Championship** **Regulations 2009**

INTRODUCTION

“Anything goes” is perhaps a slight exaggeration, but if you have a car which doesn’t seem to fit in anywhere else, then the Castle Combe Circuit’s Special GT championship could be the answer.

Variety has always been one of the championship’s main attractions, for both the crowd and the competitors. Where else can you see Caterhams and Ferraris mixing it with Sports Prototypes, Radicals dicing with DTM type machinery?

A new class structure introduced for 2006 encouraged modified saloon cars and relatively standard road going sports cars such as Ferraris and Porsches via the new C and D categories.

Although the powerful Jades have been extremely successful, huge horsepower is not necessarily vital for success. Louis Davidson has now won two titles with his Radical Prosport which is capable of running right at the front, despite being one of the smaller engined cars, whilst Class D has also produced two overall champions, with Keith Sprules (Ferrari 355) and Duncan Cameron (Ferrari 360) taking the spoils in 2006 & 2007 respectively.

Clubmans, Group B rally cars, Sports 2000s, Radicals, Eurocars and Vauxhall Super Sports are just a few of the many eligible machines, so if you have one, why not wheel it out and experience Castle Combe’s unique combination of value for money racing in front of large crowds and a family friendly atmosphere?

STATISTICS:

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

Class A (Sports Racing cars over 2000cc): 1:00.649, 109.81mph, Tony Sinclair, Jade 2

Class B (Sports Racing cars up to 2000cc):1:03.363, 105.10mph, Michael Vergers, Radical Supersport

Class C (Highly modified Saloons, Sports & GT cars):1:06.590, 100.02mph, Michael Caine, TVR Tuscan

Class D (Production based Saloons, Sports & GT cars):1:11.261, 93.46mph, Duncan Cameron, Ferrari 360

Typical season budget: £6,000 (sophisticated Sports Prototype and GT cars may spend considerably more)

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1 SPORTING REGULATIONS – GENERAL

1.1 TITLE & JURISDICTION

The 2009 Castle Combe Special GT 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: CHR2009/075
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: Rupert Crook – Tel. 07738 061958

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.

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 Special GT 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
Sat. 13 th & Sun. 14 th June 2009 (DH)	Castle Combe	Castle Combe Racing Club	Nat B
Sunday 19 th July 2009	Castle Combe	B.A.R.C.	Nat B
Sunday 9 th August 2009	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 for each round as follows:

Points per Round/Class	
If 4 or more starters	6,5,4,3,2,1
If 3 starters	5,4,3
If 2 starters	4,3
If 1 starter	3

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:-
- | | |
|----------------------------|-------------------------|
| 1 st Place only | If less than 4 starters |
| 2 nd Place | If 4 starters |
| 3 rd Place | If 6 and more starters |

- 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

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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 all 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 the formation as specified on the Track Licence for the Circuit.

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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 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.
- 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 Clerk of the Course will determine the length of the restarted race.
- 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 Clerk of the Course will determine the length of the restarted race.
- 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 Regulations are complied with at all times.

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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 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 licensed Timekeepers. Competitors will be charged by the timing company for replacement of the Modules due to misuse or loss at any time during the season.

3.12.2 Competitors may not place electronic timing equipment within five metres of the official Start, Finish or any other official timing lines at any event or test session/day. Any such equipment placed within these zones will be removed.

3.13 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.

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.

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- 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

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

5.2.1 The Castle Combe Special GT Championship is for Competitors participating in vehicles exclusively classified for this championship as "Special GT Cars."
All cars must comply with MSA General Regulations [C(b), G (Technical), [C(c)] and formulae regulations as laid down by the MSA Technical Department as relevant and as clarified in writing by the Championship Organisers.

The Class Structure is:

Class A;

Open or Closed Top Sports Racing Cars 2001c.c. and over. Complying with definitions in the MSA General Regulations (The Terminology).

Any Sports Racing or GT car of any capacity not complying with regulations or definitions of Classes B, C & D are also eligible for Class A at the discretion of the Castle Combe Racing Club.

Class B;

Open or Closed Top Sports Racing Cars up to 2000c.c. Complying with definitions in the MSA General Regulations (The Terminology).

Sports Racing Cars are cars with a cockpit transverse opening of not less than 82cm. No part of the opening may be obstructed by any permanent fixing or chassis structure. The roll over bar must comply with [C(c)36]. The drivers seat must be offset to one side of the centreline of the car. The steering wheel must be mounted in such way so that the complete wheel is offset to one side of the centreline of the car. It is permitted to fit a flexible cover to the space alongside the driving position but it must be possible to remove this cover if required by the use of simple hand tools only. Cars based on any single seater racing cars are specially prohibited. Mudguards / body work must cover the wheel and tyre when viewed from directly above the wheel. Any aerodynamic device must not be higher than the top of the roll over bar hoop or the top of the roof line.

Class C;

1. Highly modified Saloon's, Silhouette (V8 Star, Super Cup etc.) and Special Saloons.
2. TVR Tuscan Challenge cars with or without a hard top permanently fixed.
3. Four wheel drive GT cars, four wheel drive Modified Saloon Cars, Group B super cars.

Class D;

Production based Saloons, Sports and GT cars, excluding four wheel drive cars. This class is open to cars that were manufactured and sold through normal dealerships as road going Saloons, Sports or GT cars, as listed in Parkers Car Guide.

Modifications on this category are restricted to the following;

1. Safety items, fire proofing, extinguisher system, roll over protection system, drivers seat, seat belts and master cut off switches.
2. Interior trim may be removed. Any passenger's seats may also be removed.
3. The dashboard instruments may be changed, and the steering wheel may also be changed.
4. Wheels and tyres may be changed but must remain the same diameter and width as originally fitted to the car when supplied.
5. Brakes may be modified but must be of the same operation (for example Drum brakes cannot be replaced by Discs). Carbon fibre or ceramic discs are NOT permitted (vehicles fitted with carbon fibre or ceramic discs as standard will be eligible for Class C).
6. Shock absorbers may be modified and/or up rated, but must remain in their original position and mountings.

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7. Anti roll bars may be changed but must remain in their original position and mounting.
 8. Exhaust may be changed after the CAT (if fitted) or manifold for a full flow or replacement system that must comply with current noise regulations (5.16.1).
 9. Cars must be fitted with towing eyes front and rear as per MSA regulations.
 10. All lights, wipers, indicators, horn, screen washers and rear fog lamp must be fully operational.
 11. It is accepted that components which are no longer available may be replaced with new parts of a similar type (a Stromburg CD may be replaced by a SU Carburettor). Any other modifications or tuning are strictly forbidden. As a guide it should be possible after the competition to return the car to road going specification. Removal of competition numbers and covers from head lamps and fitting road legal tyres could allow the car to be legally driven on the road.
- Cars complying with other production based Sports and GT formulae may be considered.

The organisers reserve the right to reject or reclassify any car, which in their opinion does not comply with the spirit of regulations, or its performance is not appropriate.

5.2.2 All engines with forced induction will be subject to: 2.1:1 engine capacity co-efficient.

5.2.3 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.

5.3 SAFETY REQUIREMENTS

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

5.3.2 Rollbar - A Rollbar to [C(c)] as a minimum is mandatory.

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- 5.3.3 Head Restraint - The fitting of a Head Restraint to [C(c)103 and 104] is mandatory.
- 5.3.4 Seat Belts - Seat Belts to a minimum requirement as per [C(c)45 Four Point] and G125 are mandatory.
- 5.3.5 Fire Extinguisher - A Fire Extinguisher to [C(c) Appendix1, Table 56 (b)] and G130 is mandatory.
- 5.3.6 Battery - The fitting of an External Circuit Breaker to [C(c) 75,76] is mandatory.
- 5.3.7 Red Warning Light - The fitting of a Rear Red Warning Light to [C(c) 69-71] is mandatory.
- 5.3.8 Towing Eyes - The fitting of Towing Eyes front and rear to G99 is mandatory.

5.4-5.12 NONE

5.13 TYRES

- 5.13.1 The use of tyre heating/heat retention devices is prohibited

5.14-5.15 NONE

5.16 SILENCING

- 5.16.1 Vehicles must be silenced to the requirements of the MSA Regulation [C(b)23] Chart 24 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 MSA [C(b)6] specification numbers displayed in positions acceptable to the Timekeepers must identify all cars. 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 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 / 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. Vehicle Decals/Badges: Decals to be displayed on both sides of vehicles Overall badges are to be displayed on overalls above chest height clearly visible.

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