



Castle Combe Saloon Car Championship

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Regulations 2012

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INTRODUCTION

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, there is a small but very competitive group of turbocharged cars featuring in the results.

Many of the front runners are using fully race prepared engines with all the right suspension and brakes with budgets to match and now for 2012 there is a production based class (class D) which will cater for the less modified cars and still provide competitive close racing, Class "D" is designed to appeal to novice drivers with lower budgets.

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.

STATISTICS:

Lap records (as at 01/01/2012):

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

Class B (2wd 1401cc to 1800cc): 1:16.392, 87.18mph, Jason Cooper, Ford Fiesta.

Class C (2wd up to 1400cc): 1:19.678, 83.58mph, Nick Clark, Suzuki Swift.

Class D (2wd up to 1800cc): 1:19.408, 83.87mph, Simon Thornton-Norris, Honda Integra.

1 SPORTING REGULATIONS - GENERAL

1.1 TITLE & JURISDICTION

The 2012 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: **CH2012/ R070**

Race Status: National B

MSA Championship Grade: D

1.2 OFFICIALS

1.2.1 CO-ORDINATOR:

Jo Lewkowicz

Castle Combe Circuit

Chippenham

Wiltshire

SN14 7EY

Tel: 01249 784153

Fax: 01249 782392

E-mail: JoL@CastleCombeCircuit.co.uk

RACEDAY Driver representative: TO BE APPOINTED.

1.2.2 ELIGIBILITY SCRUTINEER:

Tony Bishop

Lodge Hill Farm

Chapmanslade

Westbury, Wiltshire. BA13 4AR

Tel: 01373 832259

Mob: 07831 203074

E-mail: tonyblhfs4vw@btconnect.com

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 licences. 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.

Class "D" is restricted to National "B" licence holders.

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- 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 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 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.
- 1.4.6 Championship registration and race entries can now be online at www.registrations.castlecombecircuit.co.uk

1.5. CHAMPIONSHIP ROUNDS

- 1.5.1 The Castle Combe Saloon Car Championship will be contested over 10 Rounds as follows:

| Date: | Venue: | Organising Club: | Grade: |
|---|--------------|--------------------------|--------|
| Monday 9 th April | Castle Combe | Castle Combe Racing Club | Nat B |
| Monday 7 th May DH | Castle Combe | Castle Combe Racing Club | Nat B |
| Monday 4 th June | Castle Combe | Castle Combe Racing Club | Nat B |
| Sat 16 th & Sun 17 th June DH | Castle Combe | Castle Combe Racing Club | Nat B |
| Sat 21 st & Sun 22 nd July DH | Castle Combe | Castle Combe Racing Club | Nat B |
| Monday 27 th August | Castle Combe | Castle Combe Racing Club | Nat B |
| Sunday 7 th October | 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 each class. If more than one driver sets the same fastest lap then each shall receive the additional point.

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1.6.2 The highest totals from 8 rounds of the 10 will determine final championship points and positions, with the highest total scores deciding overall championship positions. The 2 dropped scores can include rounds not attended.

1.6.3 Ties will be resolved according to W 1.3.4 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 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.

1.7.3 CHAMPIONSHIP:

Overall championship:-

Trophies to 1st, 2nd & 3rd in every class.

Trophies to 1st, 2nd, 3rd Overall irrespective of 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 in the drivers centre next to signing on. 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).

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 supplying 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. 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 Pit lane 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 pit lane exit. 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 when notified in the final instructions.

3.3 PRACTICE

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- 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 start line 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 pit lane 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.

In the case of double header rounds, the results of race 1 will determine the grid positions for race 2.

3.5. RACES

- 3.5.1 The standard minimum scheduled distance shall be 15 laps 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.
- 3.6.2. The minimum countdown procedures/audible warning sequence shall be:
Standing Starts:
1 minute to start of Green Flag formation lap - Start Engines/Clear Grid.
30 Seconds - Visible and audible warnings for the start of Green Flag formation 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 pit lane exit.
- 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.
- 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 during the formation lap, 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.

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3.7 RACE STOPS

3.7.1 Should the need arise to stop any race, RED LIGHTS will be switched on at the Start Line and RED FLAGS will be displayed at the start line and at all Marshals Signalling Points around the circuit.

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the starting grid area, which will automatically become a Parc 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. 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 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 pit lanes. The Pit lane Speed limit is 60km/37mph, 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 NO OVERTAKING, return to the Pit Lane Entrance as instructed, comply with any directions given by marshals or officials and to keep their helmet on and harnesses done up while on the circuit or pit lane.

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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 Transponders 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 at any time during practice or race sessions 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

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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.

4.2.3 Corner cutting as defined in Q14.5 could invoke a stop, go penalty

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 for consideration of any competitor who records 3 consecutive class wins. 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 J.5.15 and mounted in the floor area where the front passenger seat would normally be.

5.1.5 All vehicles must comply with MSA Regulations J, K and Q (Technical) 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.

Class A – Two wheel drive cars 1801 c.c. to 3000 c.c.

Class B – Two wheel drive cars 1401 c.c. to 1800 c.c.

Class C – Two wheel drive cars up to 1400 c.c.

Class D – Two wheel drive cars up to 1800cc and complying with class D regulations.

The co-efficient for forced induction will be 1.5:1. it should be noted that if this co-efficient was to change the club would give competitors notice of 1 year.

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

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- 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 K Safety Regulations as relevant and as clarified below.
- 5.3.2 Roll Cage - A roll cage to K Appendix 2 (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 K.2.1.2 Four Point and Q.19.14.2 are mandatory for the driver.
Drivers seat – a fully trimmed good quality **competition** seat with head-restraint is strongly recommended
- 5.3.4 Fire Extinguisher - A Fire Extinguisher to K Appendix1, Table 3 reference (a) and Q.19.14.7 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 K.8 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 Q.19.1.3 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 J Technical as well as Q 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.

Class D

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In class D **NO** changes to any part of the original car are permitted with the exception of the following:

Removal of carpets, under felt and sound insulation, but the door interior trim panels must be retained in place

The original dash board and instruments must be retained as originally fitted

The heating and demisting system must be retained, **but the water connections can be disconnected and sealed off.**

If originally fitted any air conditioning system may be removed, this includes pump, condenser, pipework to and from the interior, but not any part from the heater system inside the car

Removal of headlining

Removal of passenger seats

Removal of air bag system

Remove or disable central locking system

Installation of Roll Cage as per 5.3.2, with optional welding restricted to the main and front hoop feet as per K1.3.2 (Ref. 2012 MSA Blue Book)

Installation of fire extinguisher system as per 5.3.4

Installation of a competition type drivers seat K2.2 and K2.3 (ref 2012 MSA Blue Book) is recommended

Installation of competition steering wheel

Installation of external Ignition/master cut off switch

Installation of front and rear towing eye's as per 5.3.6

Replacement of front and rear shock absorbers, strut inserts, and springs with up rated or competition types of the same pattern is permitted, adjustable spring platforms or any other modifications are not permitted

Strut braces are permitted provided they are only bolt in

Fitting of competition brake pads and linings are permitted

Fitting of cross drilled or grooved brake discs is permitted but non vented discs may not be replaced with vented discs

Air filter element may be replaced with a high flow type

Fuel filters may be changed to an improved flow type

The exhaust manifold must stay the same as originally fitted by the vehicle manufacturer on the model of car presented for scrutineering. If applicable the catalytic converter must be retained in its original position, the rest of the exhaust system is free provided it complies with general technical and noise regulations

Wheels must remain the original diameter and rim width

Tyres must be from MSA list **1A**

The use of tyre heating/heat retention devices is prohibited as is the use of compound softening fluids

Glass or folding material sunroofs must be removed and comply with Q19.14.6 (ref. 2012 MSA Blue Book)

Rear rain or fog lights must be operational as per K5.1 to K 5.2 (ref. 2012 MSA Blue Book)

Seam welding is not permitted, any welding is restricted to repairs to return the car to its original condition, use of manufacturers or other approved replacement parts may be used to achieve this

All other classes A, B & C must conform to the following

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 / BODYSHELL

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

5.6 BODYWORK / BODYSHELL

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- 5.6.1.1 BODYSHELL - All metal bodywork and panels must be retained to their original specifications, except for a minimum of other materials used for repair purposes. 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 manufacturer's standard specification or to comply with the safety requirements of these regulations.
No modifications are permitted with the exception of seam welding and additional strengthening locally at roll bar mountings. A front upper strut toe 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 Q.19.14.6.
- 5.6.1.2 The windscreen must be laminated glass but the remaining windows may be replaced in accordance with J5.20.
The driver when seated must be able to operate the driver's side door window if required. If fitted with Polycarbon or non toughened glass windows (J.5.20) there must be a hole for ventilation or communication next to the driver, this may be either a round hole or sliding type hatch with a minimum opening of 15 x 15cm. The windscreen and both driver and passengers side windows must remain clear. Where a 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. It is permitted to cut holes in the front bumper panel only in the area normally covered by the standard British number plate, the total area for the hole or holes must not exceed 200 sq cm. 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. It is permitted to remove plastic dirt shields or wing liners.
- 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.
- 5.6.1.7 The only aerodynamic devices permitted are those that are either factory fitted options, or are offered as an aftermarket option approved by the manufacturer through its dealer network for that model of car.
- 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.

5.7 ENGINE

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- 5.7.1.1 For classes A,B & C; 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 All classes 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.
- 5.7.2 FUEL SYSTEMS - Free
- 5.7.3 IGNITION SYSTEMS - Free.
- 5.7.4 OIL LUBRICATION SYSTEMS - Are free but dry sumping is not permitted. An oil cooler may be fitted within the overall periphery of the bodywork
- 5.7.4.1 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.
- 5.7.4.2 All cars built after 31/12/99 must be fitted with a Catalytic Converter see J 5.16.6
- 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 K.5.1 to K.5.2.
- 5.10.2 The battery may be relocated but must be suitably enclosed and secured.
- 5.10.4 Windscreen wiper(s) must be fitted and operate as a complete system. Single wiper systems are allowed.
- 5.10.5 Charging systems must be fitted in their original location and functioning.
- 5.11 BRAKES**
- 5.11.1 Brakes are 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. Cylinders may be located within the drivers compartment but reservoirs must be isolated from the drivers compartment and any hoses must be of metal, Aeroquip or similar with screw type union's

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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 a rubber or polytype suspension joint by a spherical type bearing is permitted within the following restrictions. Spherical type bearings may only be fitted in place of an original rubber or bonded bush and must be fitted to the original component without modification (ie track control arm or wishbone). This type of bearing must not be used as a replacement for conventional ball joints as fitted to track rod ends or upper or lower wishbones to suspension upright, this installation must not provide any other method of adjustments other than in 5.12.3.
- 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 J.5.7.

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 J.5.20.7.
- 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 Cars competing in all classes may only use Road Tyres, which are "E" marked compliant with MSA Regulation L. All tyres **must** be listed on MSA Approved List 1A or have been listed on MSA Approved List 1A tyres within the past 3 years.

The use of tyre heating/heat retention devices is prohibited as is the use of compound softening fluids.

5.14 FUEL TANK/FUEL

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5.14.1 FUEL TANK/FUEL - The fuel tank capacity, location and type is free provided that the requirements of the MSA Regulation Q.19.1.1 are complied with. Only Pump Fuel (petrol, LPG or Diesel) as defined by the MSA Regulation B "Pump Fuel" may be used.

5.14.2 Cars entered in class D must retain the standard fuel tank and fuel pump mounted in the manufacturers original location. The fuel filter may be changed. Only Pump Fuel (petrol, LPG or Diesel) as defined by the MSA Regulation B "Pump Fuel" may be used.

5.15 SILENCING

5.15.1 Vehicles must be silenced to the requirements of the MSA Regulation J.5.17 Appendix 1 Chart 5.18 Section 'A' (105dBA at ¼ 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.

5.16 NUMBERS AND CHAMPIONSHIP DECALS

5.16.1 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.

5.16.2 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.

5.16.3 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 | Jo Lewkowicz | Castle Combe Circuit Chippenham Wiltshire SN14 7EY Tel: 01249 784153 Fax: 01249 782392 Mob: 07814 012408 E-mail: JoL@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.

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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:

Front windscreen strips:

Class A **Red**
Class B **Blue**
Class C **Green**
Class D **Yellow**

Driver's surnames: Driver's surnames should be displayed centrally on each rear quarter window. The letters for the Drives name to be in **WHITE** 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 out of production for more than ten years on January 1st 2012 as listed in either the Glasses or Parkers Car Guides, and available through a manufacturer's 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.

- 6.3.1 A decision was made in 2010 to extend the eligibility of the ten-year rule, ie cars that would have become ineligible under the maximum ten-year rule to continue to be eligible for a further three years, This extension is permitted provided that the standard of preparation of the car reflects the extremely high standard of the championship. If the car fails to meet these standards assessed by the Castle Racing Club, it will lose its extended eligibility.

For 2012 the extension of the ten-year rule still applies, provided that the registered driver of the car in 2011 has not changed and that the car remains in the same class.

For the avoidance of doubt this extended eligibility rule only applies for a maximum of three years and from the first year the ten year extension was introduced. Therefore cars which were

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allowed the extension in 2010 will expire at the end of 2013 etc.

Castle Combe Racing Club Limited will review this extended eligibility annually.

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 manufacturer's price list for that model as sold in the UK showing its dates would be accepted. Cars which were registered for the 2011 Championship may remain eligible at the discretion of the Castle Combe Racing Club.

Castle Combe Saloon Car Championship
ELIGIBLE VEHICLES FOR YEAR 2012

| MAKE | MODELS |
|-------------|--|
| Alfa Romeo | 147, 156, 159, 166, GT, Brera, Mito, Giulietta '10 on |
| Audi | A1, A2, A3, A4 '02 on, A5, A6 '97 on, TT Coupe |
| BMW | 1, 3 '98 on, and 5 Series '96 on, Mini Cooper and Mini Cooper S |
| Chevrolet | Kalos, Lacetti, Aveo, Cruze, Spark, Matiz, Epica |
| Chrysler | Neon, Sebring |
| Citroen | Saxo, Xsara, C1, C2, C3, C4, C5, Xantia |
| Daewoo | Kalos, Lanos, Lacetti |
| Daihatsu | Charade '93 on, Sirion |
| Fiat | 500, Panda '04 on, Brava, Bravo, Grand Punto, Punto, Stilo, Coupe, Sedici, Idea, Croma |
| Ford | Cougar, Fiesta MK5on, Focus, Ka, Mondeo '00 on, Puma |
| Honda | Accord '99 on, Civic '00 on, Jazz |
| Hyundai | Getz, Accent, i10, i30, Coupe |
| Kia | Rio, Cerato, C'eed, Picanto |
| Lexus | IS, GS |
| Mazda | 2, 3 '98 on, 6 '99 on, Demino, 323, 626 |
| MG | ZR, ZS, ZT |
| Mitsubishi | Carisma, Colt '99 on, Lancer '98 on, |
| Nissan | Almera, Micra '00 on, Primera '02 on, Pixo, Maxima |
| Peugeot | 106 phase 2 - 1996 to 2003, 107, 206, 207, 306, 307, 308, 406 '99 on, 407 |
| Proton | Satria GTi, Persona, Gen 2 |
| Renault | Clio '00 on, Laguna '00 on, Megane, Twingo |
| Rover | 25, 45, 75, City Rover |
| Saab | 9-3, 9-5 |
| Seat | Cordoba '03 on, Ibiza '02 on, Toledo '00 on, Leon, Altea, Arosa |
| Skoda | Fabia, Octavia |
| Subaru | Legacy '99 on, Impreza |
| Suzuki | Swift, Ignis, Liana, Baleno, Alto, Splash |
| Toyota | Corolla '00 on, Celica Coupe '99 on, Avensis, Yaris, Auris, Aygo, iQ, Prius |
| Vauxhall | Astra '99 on, Corsa '00 on, Omega, Vectra, Insignia |
| VW | Fox, Lupo, Golf MkIV on, Polo '00 on, Bora, Jetta '06 on, Scirocco '08 on |
| Volvo | S40, S60, V40, V50, C30 |

Plus;

Dodge – Avenger, Caliber

Jaguar - X-Type

Mercedes – A, B, C '02 on, CLK, E '99 On

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