

Castle Combe GT Championship Regulations 2025

DRAFT



Introduction

The Castle Combe GT Championship where variety and freedom sets the Championship apart. Virtually any Saloon Car, Sports Car, GT Car, Silhouette, Kit Car or Touring Car can race competitively for the Championship in one of 6 classes with the outright Championship being able to be won from classes A-F. The regulations permit a 2-driver entry which enables a car to be shared while still giving each of those drivers a chance to win the championship outright.

Sports Racing Cars & Sports Prototypes and road going derivatives thereof will not be eligible to participate, i.e. Radicals, Lolas, ADRs, Nemesis, Jades etc.

Class Structure at a Glance (further details in Section 5.2)

- A - MODIFIED Over 3550cc Sports, GTs, GT3, GT4 & Kit Cars
- B - MODIFIED 2100cc to 3550cc Sports, GTs, GT3, GT4 & Kit Cars
- C - MODIFIED 1601cc to 2099cc Sports, GTs, GT3, GT4 & Kit Cars
- D - LIGHTWEIGHT over 1400cc
- E - FOUR SEATER any engine size
- F - SILHOUETTE any engine size
- I - INVITATION Any car built in the spirit of this GT Championship that does not comply with Classes A to F will only be allowed to race at the Organisers' discretion.

N.B. Coefficient for engines with forced induction including Hybrids is 1.7:1
Exceptionally for Rotary engines with forced induction the coefficient will be 2.6:1
Normally aspirated Rotary engines will have applied a coefficient of 1.7:1



1 Sporting Regulations - General

1.1 Title & Jurisdiction

The Castle Combe GT Championship is organised and administered by the Castle Combe Racing Club in accordance with the current National Competition Rules of Motorsport UK (incorporating the provisions of the International Sporting Code of Motorsport UK and the FIA) and these Championship Regulations.

Castle Combe Circuit Ltd owns commercial rights of the championship.

Motorsport UK Championship Permit No: **TBA**

Race Status: Interclub

Motorsport UK Championship: Grade D

Items in red are the changes from the previous year's regulations.

The Motorsport UK National Competition Rules, are herein after referred to as the "NCR".

1.2 Officials

1.2.1 Championship Co-ordinator and Administrator:

Cat Dall'Occo

Castle Combe Circuit, Chippenham, Wiltshire, SN14 7EY

Tel: 01249 784160

E-mail: catd@ccracingclub.co.uk

Race Day Co-ordinator:

Louis Davidson

E-mail: gts@ccracingclub.co.uk

1.2.2 Eligibility Scrutineer:

Duncan Porch

Tel: 07870 424728

E-mail: duncanporch@gmail.com

1.2.3 Championship Stewards

Hugo Holder, Louis Davidson and Richard Beard

Current NCR Ch.5 App.4 applies

The Championship Stewards can only adjudicate upon any disputes irregularities or appeals arising from the published Championship Regulations. They are also empowered to consider any request from the Championship Co-ordinator to penalise any Competitor for breach of Championship Regulations and after holding a formal hearing those Stewards may impose a penalty in accordance with Ch.2 subject to the rights of Appeal to the National Court there provided.

1.3 Competitor Eligibility

1.3.1 Entrants must:

- a) Be fully paid up valid membership card holding members of the Castle Combe Racing Club and
 - b) Be Registered for the Championship and
- be in possession of a valid Motorsport UK Entrants Licence

1.3.2 Drivers and Entrant/Drivers must:

- a) Be fully paid-up members of the Castle Combe Racing Club and
- b) Be Registered for the Championship and
- c) Be in possession of a valid Competition (Race) Club Licence, *as a minimum unless* **Current NCR Ch.5 App.4 applies.**

- d) Or be in possession of the highest grade of national race licence or valid FIA International Licence, together with their ASN's written consent (FIA ISC Article 2.3.7.b applies).
- e) If participation in the Championship requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.

1.4 Championship Registration

- 1.4.1 All competitors must register for the championship by completing the Registration Form prior to the Final Closing date for the first round being entered.
<https://www.ccracingclub.co.uk/championships/registration/>
Once registered you will be required to provide a colour photo of the car taken at ¾ front angle perspective.
- 1.4.2 No registration fee is payable.
- 1.4.3 Registration numbers will be the permanent Competition numbers for the Championship.
- 1.4.4 Acceptance or rejection of registration is entirely at the discretion of the organisers and promoters. Once registered race entries can be completed online:
[Click here for CCRC RevUp Driver Log In](#)
- 1.4.5 A valid photo of the race licence must be uploaded to the RevUp system or be sent to the Secretary of the Meeting, with the original carried at all events as random checks may be carried out.
- 1.4.6 Sign on must be completed on line by 5pm on the Wednesday before an event.

1.5 Championship Rounds

- 1.5.1 The 2025 Castle Combe GT Championship will be contested over 9 Rounds as follows:

Date	Format	Venue
Monday 21 April (TBC)	DH	Castle Combe
Monday 26 May (TBC)	SH (40 minute race with double points for classified starters)	Castle Combe
Saturday & Sunday 28-29 June (TBC)	DH	Castle Combe
Monday 25 August (TBC)	DH	Castle Combe
Saturday 4 October (TBC)	DH	Castle Combe

- 1.5.2 The organisers reserve the right to swap any double header events for a single header as per 26 May.
All events will have a separate qualifying of 20 minutes duration.
Double headers (DH) will have two races of 20 minutes duration. The grid for the second race of a double header will be formed using the second fastest time from qualifying. The single header (SH) will have a single race of 40 minutes with a pit stop.
- 1.5.3 The organisers will endeavour to rearrange a cancelled round at another CCRC event, if this is not possible a further away round at a different venue may be arranged where all championship regulations will apply. **Current NCR Ch.3 App.10 Art.4d applies.**
- 1.5.4 **Entry fee for each event will be £410**

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 3 or more starters 6, 5, 4, 3, 2, 1
If 2 starters 5, 4

If 1 starter 4

The outright winner will always receive 6 points regardless of the number of entries in the class, the second placed finisher overall will receive a minimum of 5 points and the third placed finisher overall will receive a minimum of 4 points.

The points will be doubled for a single header 40 minute race. In the event that the race is being shared by two drivers, then both will receive the double points.

In addition, there will be 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.

Competitors in Class I will not score championship points and for the purpose of points scoring will be ignored but will be eligible for awards subject to the number of starters.

The highest totals from **all** rounds will determine final championship points and positions, with the highest score deciding overall championship positions irrespective of class. Drivers in a shared car will count as individuals for championship points with both being eligible for an end of season trophy.

1.6.2 At both single and double header races, two drivers may share an entry.

Both drivers must qualify in the qualifying session and each driver will drive one race.

No later than 45 minutes before the scheduled start of either race, the joint driver team must notify CCRC which driver is driving which race. Failure to do so may result in no points being awarded to the driver for such race.

If due to unforeseen circumstances, the driver driving the second race (or second part of the single header) is unable to do so, then the first driver may drive both races. The second driver will not receive any championship points for either race.

Where there are two drivers sharing an entry:

The grid position for the first race shall be based on the first driver's fastest time.

The grid position for the second race shall be based on the second driver's second best time.

Both drivers will be awarded the points for their or their team mate's finishing position in a race, including fastest lap.

For example, a win and fastest lap will result in both drivers receiving 7 points.

For the purposes of the championship, a driver may combine the points scored in any races, whether it be with the same team mate, a different one or a single entry. For class championship purposes, only points gained in that class may be combined.

Should a competitor be disqualified from the results for any reason, then that round must be counted as a scoring round.

1.6.3 Ties will be resolved according to **NCR Ch.4 App.3 Art.4.**

1.6.4 Where the race distance has been reduced (2.6) it shall still count as a full points scoring round.

1.7 Championship Awards

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

1.7.2 Per Event/Round:

Trophies to 1st, 2nd & 3rd in every class subject to number of starters which is as follows:

1st Place only If 2 or less starters

1st and 2nd Place If 3 starters

1st, 2nd and 3rd Place If 4 or more starters

1.7.3 Championship Trophies to 1st, 2nd & 3rd in every class. To be eligible for end of season championship points and awards competitors must have entered at least **6** rounds of the championship. **Any awards not collected within seven days post-race meeting will be recycled for future use.**

1.7.4 Presentations

All awards & trophies will be presented if possible, on race day. If appropriate 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 Awards Night (date and location to be announced via Championship bulletin).

- 1.7.5 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 HMRC 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 HMRC, Foreign Entertainers Unit:
<https://www.gov.uk/topic/personal-tax/foreign-entertainer-rules>
- 1.7.6 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 seven days.
- 2 Championship Event Meetings and Race Procedures**
- 2.1 Entries**
- 2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry closing date, which shall be three days before every event.
- 2.1.2 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.
- 2.1.3 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 any entry is cancelled after the final closing date a **£35** administration fee will be charged
- 2.1.4 The entry fee for every round shall be as stipulated in the Supplementary Regulations plus any late entry surcharge imposed by the club.
- 2.1.5 Reserves are to be nominated on the final list of entries published with Final Instructions or Amendment Sheet Bulletins. All Reserves will practice and replace withdrawn or retired entries in Reserve Number order irrespective of class. If Reserves are given Grid Places prior to issue of the first Grid Sheets for any round the times set in Practice shall determine their grid positions. If Reserves are given places after publication of the grid sheet and prior to cars being collected in the Official "Assembly Areas" they will be placed at the rear of the Grid and be started without any time delay. Otherwise, they will be held in the Pit lane and be released to start the race after the last car to take the start has passed the start line or pit lane exit, whichever is the later. Such approval to start **MUST** be obtained from the Clerk of the Course.
- 2.1.6 In the event of any rounds being oversubscribed the Organising Club in liaison with the co-ordinator / organiser may at their discretion run Qualification Races.
- 2.2 Briefings**
Competitors will be notified of times and locations of relevant briefings in the final instructions. Competitors must attend briefings.
- 2.3 Qualification / Practice**
- 2.3.1 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.
- 2.3.2 Each driver shall complete a minimum of 3 laps in the car to be raced, and in the correct session, in order to qualify. Alternatively, a driver may either complete 3 laps out of session (subject to the Clerk of the Course's agreement) or demonstrate that he/she has

previously raced over the course in its current layout within the preceding twelve months. In these alternate cases, the driver will start from the back of the grid.

NCR Ch.12 App.6 Art.11 to 16 applies.

The Clerk of the Course shall have the right to disqualify any driver whose practice times or racing are considered unsatisfactory as per **NCR Ch.12 App.6 Art.3.**

2.4 Races

The standard minimum scheduled distance shall be 20 minutes 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.

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or re-run the race (**1.6.4. above applies**) For those meetings which are run by another club/organisation, races may be timed in place of the scheduled number of laps.

2.5 Start Procedure

2.5.1 All cars will be formed up in grid order in the Assembly area as specified on the grid sheet and will be released to form up on the grid prior to the start in formation as specified on the grid sheet. The start will be via a **Rolling start.**

2.5.2 The minimum countdown procedures/audible warning sequence shall be:

1 minute to start of Green Flag Lap - Start Engines and clear grid.

30 Seconds - to the start of Green Flag formation Lap.

Cars will then be released behind a Lead Car for the green flag lap,

The Lead Car will switch off its roof lights and enter the pit lane and when the red lights are switched off at the start line the race will commence.

Aborted Start:

If the start is aborted prior to the lead car pulling off, the lead car will not extinguish the roof lights and will continue to lead the field around the circuit for an additional lap and a new start will be attempted. If the lead car has left the circuit and the Clerk of Course does not intend to start the race the start lights will remain at red. When this signal is given, all cars should exercise extreme caution and return slowly round the circuit maintaining their original grid positions stopping on the grid. The race start procedure will then be repeated from the showing of the one-minute board indicating that the Green Flag lap is imminent. At the discretion of the Clerk of the Course, the race distance may be reduced accordingly.

2.5.3 Any cars removed from the grid after the 1-minute signal or driven into the pits on the formation Green Flag lap 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.

2.5.4 Any drivers unable to start the green flag lap or start the race are required to indicate their situation as per **NCR Ch.12 App.6 Art.40.** Any driver unable to maintain grid position on the green flag lap, to the extent that ALL other cars are ahead of them, may complete the Green Flag lap but must remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.

2.5.5 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.

2.5.6 In the event of any start light failure the starter will revert to the use of the National Flag.

2.6 Race Stops (Red Flag)

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

2.6.2 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.

2.6.3 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.

- 2.6.4 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 Clerk of the Course will determine the length of the restarted race.
- 2.6.5 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.
NCR Ch.12 App.6 Art.49b applies.
The result of the race will be the finishing order at the end of part two. The Clerk of the Course will determine the length of the restarted race.
- 2.6.6** 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 **NCR Ch.12 App.6 Art.49d**, unless the Clerk of the Course, in consultation with the Stewards deem it appropriate to restart the race.
- 2.7 Pits, Paddock and Pit Lane Safety**
- 2.7.1** Pits and Paddock Competitors must ensure that Motorsport UK, Circuit Management and Organising Club safety regulations are complied with at all times.
- 2.7.2** 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.
- 2.7.3** REFUELLING:
May only be carried out in accordance with **current NCR Ch.12 App.11 Art.3 to 11 applies**, the Circuit Management Regulations and SR's or Final Instructions issued for each meeting.
- 2.7.4** The Pit lane speed limit is **60km/h. Any transgression may result in a drive through penalty.**
- 2.7.5 Pit Stops**
Applicable only to the longer single header races.
- 2.7.5.1** There will be one compulsory Pit stop, which will be a minimum of 1 minute standstill. Engines do not have to be switched off and single drivers may remain in the car. Pit stop must be taken between 15 minutes and 30 minutes elapsed from the start of the race. Pit open and pit closed will be signalled).
- 2.7.5.2** If there is a requirement to stop outside this window the competitor will still need to carry out the compulsory stop within the pit window.
- 2.7.5.3** Pit Lane Speed limit applies. Competitors breaching this limit will be subject to a Penalty during the race.
- 2.7.5.4** If the Safety Car is in use, cars may be held in the pit lane at the discretion of the Clerk of Course until the crocodile has passed the pit lane exit.
- 2.7.5.5** Should the need arise to stop the race all work in the pit lane must cease.
- 2.7.5.6** Driver changes may only take place during the permitted window specified in 2.7.5.1.
- 2.8 Race Finishes**
After taking the Chequered Flag drivers are required to;
- progressively and safely slow down,
 - not overtake and
 - return to the Pit Lane Entrance as instructed,
 - comply with any directions given by marshals or officials and to
- keep their helmets on and harnesses done up while on the circuit or pit lane.**
- 2.9** 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.
Current NCR Ch.3 App.6 Art.4 applies.
- 2.10 Timing Modules**

All competitors will be required to fit Electronic Self Identification Modules (Transponders) to their cars for the purposes of accurate timing. The supplier with the transponders will issue holders for these and detailed fitting instructions and it will be the responsibility of the competitor to fit these in the car in the position and manner specified.

Transponders 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 Motorsport UK 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.

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.

2.11 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.

2.12 Operation of Safety Car

The Safety Car will be brought into operation at any time as required during practice and races and run in accordance with **NCR Ch.12 App.8 Art.17 to 33 applies**. Competitors must be fully conversant with this rule.

2.13 Onboard Cameras

NCR Ch.7 App.9 applies.

2.13.1 Compulsory, the competitor must supply the camera. The camera must be of an agreed specification capable of recording in High Definition and, at a minimum, must be able to record the Qualifying/Practice session and the Race (both at a Double-Header meeting).

2.13.2 The recording must be easily downloadable onto a remote viewing device in Race Control (e.g. laptop computer, etc) via an accepted protocol such as USB connection or SD card.

2.13.3 The camera must be mounted forward-facing so that a clear view of the track ahead can be seen. The camera should also be positioned so that the driver and steering wheel input are clearly visible on any recording. The onus is on the competitor to ensure that the camera is switched on and recording for all official Qualifying sessions and Races.

2.13.4 For any camera that is not switched on during these occasions, the Competitor may incur a penalty for each and every offence. Judicial cameras must be switched on prior to leaving the Assembly Area and must be switched off immediately after the car is released from Parc Fermé. Failure to supply recordings to the Clerk of Course when requested may also incur a penalty. All camera equipment must be correctly fitted prior to Scrutineering.

2.13.5 Additionally, all commercial regulations imposed by the circuit and/or organiser must be adhered to. It is the competitor's responsibility to ensure that they comply with specific circuit and organiser's regulations concerning the recording of race footage.

2.13.6 A representative of CCRC, under instruction of the Clerk of Course, will collect all footage recorded from the vehicle, at the sole discretion of the organiser. This representative will be the only person allowed to retrieve the footage from the recording equipment and no competitor or any other person should retrieve or view the footage whilst in Parc Fermé. The evidence from the in-car footage will be considered as a 'Judge of Fact', in accordance with **NCR Ch.2**.

3 Championship Regulations

- 3.1 By registering for the Championship all competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code, which is appended to these regulations (Appendix 1).
- 3.1.1 Where any reports of disrespectful conduct are judged to be well founded, the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to Motorsport UK.
- 3.1.2 It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Coordinator and/or Safeguarding Officer who will also relay the report Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at www.motorsportuk.org/resource-centre by selecting Policies and Guidelines.

3.2 Championship Race Penalties

- 3.2.1 Excessive speed in the pit lane may incur a drive through penalty.
- 3.2.2 A penalty may be implemented for a breach of the Race with Respect initiative with reference to Motorsport UK guidelines.

3.2.3 Single Header 40 Minute Race Penalties

	During Qualifying	During Race
Exceeding Pit Lane Speed Limit	Loss of fastest lap previous to infringement	Stop & Go for 2 seconds per mph over speed limit
Overtaking under a Yellow Flag	Black Flag	Minimum Stop & Go for 30 seconds
Overtaking under Safety Car conditions	Black Flag	Minimum Stop & Go for 30 seconds
False Start	N/A	Drive Through
Pit stop infringement (Time or refuelling)	N/A	Drive Through

4 Infringements of Technical Regulations

- 4.1.1 Arising from post-practice Scrutineering or Judicial Action:
Minimum Penalty: The provisions of **NCR Ch.2 App.2 Art.1 a-e applies.**
- 4.1.2 Arising from post-race Scrutineering or Judicial Action:
Minimum Penalty: The provisions of **NCR Ch.2 App.2 Art.1 a-e applies.**
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 **NCR Ch.2 App.2 Art.1 a-f.**

4.2 Infringements Of Non-Technical Motorsport UK Regulations And The Sporting Regulations Issued For The Championship

- 4.2.1 As per **Motorsport UK Judicial Procedure Regulations.**
- 4.2.2 Track Limits **NCR Ch.12 App.7 Art.1**
Competitors should be aware that Motorsport UK has now issued specific guidance regarding the penalties to be applied for drivers breaching track limits. These are as follows:
2nd offence = warning flag
3rd offence = 5 second penalty

4th offence = 10 second penalty

5th offence = drive through penalty

6th offence = disqualification

In qualifying if a report is received and where it is shown that a driver has gained advantage on that particular lap, i.e. a faster lap time, then that lap time will be removed. This can be done as often as is required.

5 Technical Regulations

5.1 Introduction

- 5.1.1 The following Technical Regulations are set out in accordance with Motorsport UK specific format and it should be clearly understood that if the following texts do not clearly state that you can do it; you should adopt the principle that you cannot.
- 5.1.2 Anything that is not explicitly authorised in writing by the Championship Technical Committee and anything that is not specified either in these regulations or in any Official Championship Bulletin is therefore strictly forbidden and as a result will be regarded as a breach of these Technical Regulations and may be penalised as described in section 4 of Sporting Regulations.
- 5.1.3 It should be clearly understood that technical regulations will be strictly enforced and any modification, additional, variation, tuning or removal other than specifically permitted in these regulations are prohibited.
- 5.1.4 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.
- 5.1.5 The Organisers reserve the right to exclude any vehicle, which, in their opinion, does not comply with the spirit of the Regulation and or the appearance, and presentation of the car is not of a standard acceptable to the Championship Organisers.

5.2 General Description

- 5.2.1 The Castle Combe GT Championship is for competitors participating in vehicles classified as Sport Cars, GT Cars, Modified Cars, Kit Cars, Silhouette Cars. **NCR Ch.1 App.1.**
- 5.2.2 The Castle Combe GT Championship comprises 4 separate categories containing 6 classes with an additional invitation class.
- 5.2.3 GT 3 and GT 4 cars are eligible as per SRO - Motorsport.Com (SRO) Series.
- 5.2.4 **Modified Classes A, B, C**
Sports, GT, GT 3, GT 4, and Kit Cars where
-there has been a minimum production of 5 cars for road use in any 12 month period. For any new model of car introduced, the Organisers reserve the right to accept the cars as seen
- the wheelbase is within 30mm of the original road car, and
- the chassis is fundamentally that of the original road car.
GT 3 and GT 4 cars are exempt from the 5 car production limit.
- 5.2.5 **Lightweight Car Class D**
A Lightweight car meets the three criteria as per Section 5.2.4 and relies on light weight for performance. Typical examples can be identified as Caterhams, Aerial Atoms or those of similar construction. Derivatives of Sports Racing Cars which have been registered for road use do not qualify for this or any other class in the Championship.
- 5.2.6 **Four Seater Car Class E**
Originally designed as road car with the provision of a minimum of four adult size seats and which meets the three criteria as per Section 5.2.4.
- 5.2.6.1 **Clarification Example**
A Porsche 911 would not be eligible but a BMW M3 would be acceptable.
- 5.2.7 **Silhouette Car Class F**

A Silhouette Car is a car specially designed for racing which has the silhouette of a vehicle of which at least 2,500 identical examples have been manufactured (or registered) within a 12 month consecutive period for Road use. **The definition of Silhouette is in current NCR Ch.1 App.1 Definition & Nomenclature.**

5.2.7.1 **The organisers reserve the right to admit specially constructed racing cars designed to accommodate four seats where they consider them to be within the spirit of these regulations.**

5.2.8 **Invitation Class I**

Any car built within the spirit of the Castle Combe GT Championship but does not comply with Class A to F will only be allowed at the Organiser's discretion.

5.2.9 **Class Structure**

Class A - Modified over 3500cc Sports, GTs, GT3, GT4, Kit Cars

Class B - Modified **2100cc** to 3500cc Sports, GTs, GT3, GT4, Kit Cars

Class C - Modified 1601cc to **2099cc** Sports, GTs, GT3, GT4, Kit Cars

Class D - Lightweight over 1400cc

Class E - Four Seater any engine size

Class F - Silhouette any engine size

Class I - Invitation

5.2.9.1 **Class I**

Competitors in this class will not be eligible to score championship points but will be eligible for race awards.

5.2.9.2 **Engines**

Coefficient of engines with Forced Induction is 1.7:1

Rotary engines with Forced Induction is 2.6:1

Normally Aspirated Rotary engines will have applied Coefficient of 1.7:1

5.2.9.3 All cars must comply with **NCR Ch.7 App.2 Art 32.**

5.2.9.4 The Championship Organisers have the right to refuse any car from entering the Championship if they consider the car does not conform to the spirit of the regulations.

5.2.9.5 The Championship Organisers also reserve the right to accept entries from competitors whose car or cars may be difficult to define its class or origin but which in the opinion of The Organisers meet the spirit of the Championship. The decision of the Championship Organisers will be final in this respect, notwithstanding the competitor's right of appeal.

5.2.9.6 **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 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 be responsibly require undertaking.

5.2.9.7 The costs of such checking shall be borne by the Championship Organisers, but the Championship Organisers shall not be liable for the costs of dismantling or reassembly of vehicles after checks have been carried out. This will be the sole responsibility of the Competitor. Exceptions to this may include appeal / protest according to the **NCR Ch.2 App.3 - 4 Art No's 1 - 24**

5.2.9.8 The Organisers have the right to:

5.2.9.8.1 Examine the car at the circuit for such period as they may reasonably require and take fuel samples.

5.2.9.8.2 Retain the car for detailed examination at premises chosen by the Organisers. If the Organisers elect to retain the car, they make it available for the collection by the competitor at least seven days to the qualification for the next race in the championship / series unless the car is found to be in breach of these regulations.

5.2.9.8.3 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.

- 5.2.9.8.4 The overseen dismantling of the engine or required component will be undertaken by the competitor and / or mechanic / technician nominated by the competitor.
- 5.2.9.8.5 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.
- 5.2.9.8.6 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.
- 5.2.9.8.7 Any vehicle inspected following qualification or race and found to be in breach of these Technical Regulations or a breach of the procedure surrounding the Technical Regulations will be a subject of a report to the Clerk of the Course.
- 5.2.9.8.8 Any component sealed by a Motorsport UK Licensed Scrutineer must remain sealed and may not be tampered with in any way. In the event of a seal needing to be broken for repair or replacement, prior to doing so the Championship Eligibility Scrutineer must be Informed in writing and approve the seal being broken. Resealing by a Motorsport UK Licensed Scrutineer will take place after technical checks have been made at the next race meeting.
- 5.2.9.8.9 If a vehicle / component is sealed for subsequent technical examination, the Championship Eligibility Scrutineer, within the applicable time limit, will state to the Competitor that he will examine the vehicle / component on a stated date and time and at a specified location and the sealed items must be made available for his inspection. These Arrangements are not negotiable. If a vehicle / component is not made available for an eligibility examination as required by the Championship Eligibility Scrutineer, it will be considered as ineligible and will be reported as such to the Clerk of the Course for application of penalties laid down under **NCR Ch.7 App.12 Art.8 - 11** and these Championship Regulations.

5.3 Safety Requirements

5.3.1 General

- 5.3.1.1 **NCR Ch.7 App.1 – 13 applies.**

5.3.2 Roll Over Protection System. (ROPS)

- 5.3.2.1 All vehicles must be fitted with a Safety Cage as defined in the **NCR Ch.7 App.3 Art 1 – 93.**
- 5.3.2.2 The fitting of door bars to the driver's side of the vehicle is mandatory.
- 5.3.2.3 The fitting of a Head Restraint is mandatory. **NCR Ch.7 App.7 Art 25 – 27 apply.**

5.3.3 Safety Harness (Seat Belts)

- 5.3.3.1 Mandatory use of seat belts with an FIA Homologation, **NCR Ch.7 App.7 Art 28 – 45.**
- 5.3.3.2 Mandatory use of seat belts, with a minimum "four point" configuration. Complying with the **NCR Ch.7 App.7 Art 28 – 45.**
- 5.3.3.3 It is not permitted to have an elasticated return facility on the shoulder straps of the Harness. **NCR Ch.7 App.7 Art 45 applies.**
- 5.3.3.4 Seat belts must be correctly adjusted at all times during events: (a minimum of two shoulder straps and one lap strap, with four anchorage points on the chassis / body shell or rollover bar of the vehicle.
- 5.3.3.5 Where a Frontal Head Restraint (FHR) device is used, the seat belts must be appropriate to the FHR device in use.
- 5.3.3.6 Attention should be given to the seat belt angles and anchorage. FIA 253-42 and **Current NCR Ch.7 App.7 Art 42 diagram 49.**
- 5.3.3.7 A Harness bar can be fitted to the Roll Over Protection System (ROPS), including homologated ROPS ,without affecting the existing homologation, providing that it is compliant with the **NCR Ch.App.3 Art 59.**

5.3.4 Seat and Seat Mountings

- 5.3.4.1 The seat and seat mountings shall comply with the **NCR Ch.7 App.7 Art 8 – 24.**
- 5.3.4.2 It is recommended that the driver's seat is a racing seat with a current FIA homologation (**FIA 8855 - 1999 specification or later**). **All other seats may be removed.**
- 5.3.4.3 Additional seat padding is permitted to a maximum of 50mm. Any additional padding or covering placed on the seat must be fire retardant to **FIA standard 8855 - 1999.**
- 5.3.4.4 The seat mountings shall be appropriate to the seat fitted and complying with **FIA article 253.16** must be used.
- 5.3.4.5 Any modification to an FIA homologated seat will invalidate the homologation. Modification to the bodywork is permitted for the purpose of secure and safe mounting of the seat.
- 5.3.4.6 The driver must be located entirely to one side of the centre line of the car.
- 5.3.4.7 When seated the driver's helmet must have maximum clearance to any part of the ROPS. **NCR Ch.7 App.3 Art 51-52 applies.**
- 5.3.4.8 Any seat subject to severe accident, particularly rearwards, should be returned to the manufacturer for examination or replaced.
- 5.3.5 **Fire Extinguisher**
- 5.3.5.1 All vehicles must be equipped with a Fire Extinguisher in accordance with **NCR Ch.7 App.6 Art 1 – 29.**
- 5.3.5.2 During events all extinguisher systems must be in the **ARMED** condition (must be capable of being operated without the removal of any safety device) at all times while competing, practising, qualifying and post event scrutineering.
- 5.3.5.3 Any competitor that is found with a disarmed Fire Extinguisher in Parc Ferme for whatever reason will be penalised.
- 5.3.6 **External Circuit Breaker**
- 5.3.6.1 The triggering system location must be identified by a Red Spark on a White-Edge Blue Triangle (with 12cm base) with 'On' an 'Off' positions and method of operation (Push, Pull or Rotation direction indicated by an arrow) clearly marked. **NCR Ch.7 App.5 Art 13 – 18.**
- 5.3.7 **Towing Eyes**
- 5.3.7.1 The fitting of Towing Eyes / Straps to the front and rear of the vehicle is mandatory.
- 5.3.7.2 It is recommended that all cars, wherever possible be equipped with a configuration and Specification of towing eyes as detailed in **NCR Ch.12 App.13 Art 3 – 4.**
- 5.4 **Technical Requirements**
- 5.4.1 **General Technical Requirements and Exceptions**
- 5.4.2 All vehicles must comply with the **NCR Ch.7 – 12.**
- 5.4.3 **"FREE"** as referred to in these Technical Regulations shall be interpreted as "within the limitations" imposed by the **NCR.**
- 5.5 **Chassis / Floor Pan**
- 5.5.1 The Chassis / Floor Pan can be reinforced for the fitting /attaching the Roll Over Protection System.
- 5.5.1.1 The Chassis / Floor Pan can be seam welded.
- 5.5.1.2 Other than in Class F, the chassis should be fundamentally that of the original road car.
- 5.6 **Bodywork**
- 5.6.1 Bulkheads must be sealed to prevent the flow of flames or flammable materials.
- 5.6.1.1 All holes in bulkheads must be covered with non-flammable material.
- 5.6.1.2 Bulkhead fittings must be used for all oil, fuel braided hoses passing through bulkheads.
- 5.6.1.3 Cables / wiring harness passing through bulkheads must be protected and sealed either using appropriate size grommet or plug and socket fitting.
- 5.6.1.4 Original glass windows can be replaced with plastic. **NCR Ch.7 App.2 Art 78 – 79.**
- 5.6.1.5 Plain clear plastic film can be applied to all glass windows.
- 5.6.1.6 Glass sunroof must be removed.
- 5.6.1.7 Aerodynamic devices may be fitted.

- 5.6.1.8 Aerodynamic devices must not extend longitudinally from the rear bodywork of the vehicle by no more than 100mm. **NCR Ch.7 App.2 Art 15 – 16.**
- 5.6.1.9 Aerodynamic devices must not extend beyond the maximum width of the vehicle. Devices must not exceed the maximum height of any roof or for an open car the maximum height of the ROPS. **NCR Ch.7 App.2 Art 15 – 16.**
- 5.6.1.10 Alternatively extended aerodynamic devices fitted to the rear of the vehicle can extend up to 150mm from the rear bodywork of the vehicle and must comply with an approved **FIA Regulation.**
- 5.6.1.11 The fitting of an extended **aerodynamic** device must be proved by the production of the relevant **FIA Homologation Document** for the approved championship.
- 5.6.1.12 **Class F Silhouette Car Bodywork**
- 5.6.1.12.1 Must be fitted with a windscreen **with the same shape and dimensions as the road car on which it is based.**
- 5.6.1.12.2 **Retain the same door apertures of the same shape as the road car upon which they are based.**
- 5.6.1.12.3 **The wheel base must be within 30mm of that of the original road car.**
- 5.6.2 **Interior**
- 5.6.2.1 Floor carpets, underfelt, sound deadening material, parcel shelves and interior trim may be removed.
- 5.6.2.2 All air bags must be removed.
- 5.6.2.3 Door cards can be **removed** provided they do not leave sharp edges **or** replaced with non-flammable material.
- 5.6.2.4 Door window winders must be removed.
- 5.6.2.5 Steering wheel may be replaced.
- 5.6.2.6 Any form of mechanical steering locking must be removed.
- 5.6.2.7 Audio systems can be removed.
- 5.6.2.8 Heating and air conditioning equipment can be removed.
- 5.6.2.9 The driver when seated must be able to operate the driver's side door window if required. If fitted with Polycarbonate or non-toughened glass windows, 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 150mm x 150mm.
- 5.6.2.10 The driver's seat is free providing **Championship Regulation 5.3.4.1** is respected.
- 5.6.2.11 Vehicles must be fitted with an interior rear view mirror.
- 5.7 **Tyres**
- 5.7.1 Tyres are free.
- 5.7.2 **Use of tyre warming devices is prohibited.**
- 5.8 **Suspension**
- 5.8.1 Suspension components are free.
- 5.8.2 Wheel base must be within 30mm of the original road car model.
- 5.8.3 The minimum ride height of the vehicle as measured with the driver and driver safety equipment shall be 40mm.
- 5.9 **Transmission**
- 5.9.1 Transmissions are free.
- 5.10 **Exhaust / Silencing**
- 5.10.1 All vehicles must be silenced to the requirements of **NCR Ch.7 App.8 Art 9 to 15 applies.**
- 5.10.2 Maximum Noise level is 108 dBA. In addition, the noise level produced by the vehicle measured at the location specified in the Track Licence (approximately 16m from the racing line), or any other similar position determined by the Organisers, must not exceed 98 dBA.
- 5.10.3 Noise testing as per **NCR Ch.7 App.8 Art: 16 - 27 applies.**
- 5.10.4 All cars built after 31/12/1999 must be fitted with a fully working Catalytic Converter.

NCR Ch.7 App.8 Art 8 applies.

5.11 Engine

5.11.2 Class A - I

5.11.2.1 Dry sump oil lubrication systems are permitted.

5.11.3 Water cooling systems are free.

5.11.4 Ignition systems are free.

5.11.5 Fuel delivery systems are free.

5.11.6 Fuel

5.11.6.1 Race fuel **up to** 102 octane is permitted.

5.11.7 Sealing

5.11.7.1 To allow for application of official seals, the engine must be prepared with 2mm diameter holes drilled in the following locations:

(a) Cam /Rocker cover or cylinder head bolt; crossed drilled through 2 adjacent retaining studs / bolts / screws.

(b) Sump; Cross drilled through 2 adjacent retaining bolts / screws.

5.12 Electrics

NCR, Ch.12 App.13.

5.12.1 Exterior Lights

5.12.1.5 A minimum of two rear facing red brake lights. Operated only by the brake pedal with no delay.

5.12.1.6 A rear facing red warning light. **NCR Ch.7 App.5 Art 19 - 22.** Must not be operated by the brake pedal.

5.12.1.7 Other lighting may be removed.

5.12.2 Windscreen Wiper

5.12.2.1 Vehicles fitted with a windscreen / shield must be fitted with a fully working wiper.

5.13 Brakes

5.13.1 Brakes are free.

5.14 Weight

5.14.1 There are no minimum weights.

5.15 Competition Numbers / Sponsors Decals

5.15.1 **NCR Ch.7 App.10 art 1 – 8 applies.**

5.15.1.1 Class identification coloured disc must be affixed next to competition number.

5.15.1.2 **NCR Ch.12 App.4 Art 40 – 45 applies.**

5.15.1.3 Castle Combe Racing Club and Championship sponsors decals must be displayed in an un-obscured position on both sides of the vehicle.

6 RACE ORGANISING CLUB AND CON

Castle Combe Racing Club
Castle Combe Circuit
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Tel: 01249 784160
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7 COMMERCIAL UNDERTAKINGS

7.1 Vehicle Presentation

7.1.1 The presentation of the car is fundamental to the profile of the championship 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 that 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.

7.1.2 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 could have the driver's surname.

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 organisers must approve conflicting sponsor's stickers in advance and the position, size and colours (if approved) will be at the discretion of the Championship organisers.

7.1.3 Vehicle Decals/Badges: Decals to be displayed on both sides of vehicles.

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

APPENDIX 1



A socially-minded standard of behaviour is expected from everyone within the motorsport community.

By participating in a Motorsport UK event in any capacity you agree to follow the values of the Respect Code:

Motorsportuk.org/racewithrespect
#RaceWithRespect

The Values

- Respect
- Integrity
- Self-Control
- Fair play
- Good Manners

I pledge to #RaceWithRespect and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants.
- Always behave with integrity and uphold fairness in the sport; play my part in keeping the sport safe through your actions
- Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or other status
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow competitors, volunteers, as well as fans and supporters
- Respect the rules, regulations and authority of the officials and Motorsport UK

Any breach of these obligations may result in disciplinary action.