



2019



**PUBLISHED COPY**

SPORTING & TECHNICAL REGULATIONS



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## 1 SPORTING REGULATIONS – GENERAL

### 1.1 TITLE & JURISDICTION

The Dunlop Endurance Championship is organised by the British Automobile Racing Club (BARC) as the Permit Holder and both administered and promoted by the Commercial Rights Holder Hedley Cowell Events Ltd T/a Britcar ('Britcar') (BARC and Britcar jointly and severally being the Organiser) in accordance with the General Regulations of The Royal Automobile Club Motor Sports Association Ltd (Motorsport UK) (incorporating the provisions of the International Sporting Code of the Fédération Internationale de l'Automobile (FIA)) and these Championship Regulations.

Motorsport UK Championship Permit number: CH2019 / R101

Race Status: National B

MSA Championship Grade: Grade: C

### 1.2 OFFICIALS :-

1.2.1 Championship Co-ordinator: Claire Hedley

1.2.2 Championship Eligibility Scrutineer: John Harland

1.2.3 Championship Stewards: Dennis Carter, Bill Coombs, Dale Wells,  
Guy Woodward

1.2.3.1 Any three of the Championship Stewards may sit to make a decision. In accordance with the following provisions of the 2019 Motorsport UK General Regulations :

**G. 2.7:** Championship Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved Championship regulations.

**G. 2.7.1:** Championship Stewards are also empowered to consider any request from the Championship co-ordinator to penalise any Competitor for any breach of Championship regulations after holding a formal hearing to impose a penalty in accordance with C.2.1.1 (subject to the rights of appeal provided for in **Section C Motorsport UK General Regulations**).

**W. 2.2.1:** the Championship Stewards can only adjudicate upon any disputes, irregularities or appeals arising from the approved 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, to impose a penalty in accordance with **General Regulation C.2.1** subject to the rights of appeal to the MSC **National Court** provided in Section C. If it is not possible to get three people from the above list due to lack of availability or any perception of a conflict of interest then the Organisers reserve the right to include a steward not present on this list.

1.2.3.2 Pursuant to Motorsport UK General Regulation Section B nomenclature a Championship Organising Committee has been appointed by the Organisers and the Directors of Britcar to consider and advise on Championship & Technical matters where in their unfettered discretion additional counsel may be beneficial. The Committee may in its absolute discretion co-opt such expertise advice and assistance as it requires from time to time and such matters shall be considered within the Rights of the Organisers.

1.2.4 Permanent Clerk of the Course N/A

### 1.3 COMPETITOR ELIGIBILITY :-

1.3.1 Entrants must :

- (a) be registered for the Championship
- (b) be in possession of a valid 2019 Motorsport UK Entrants Licence.

1.3.2 Drivers and Entrant Drivers must:-

- (a) be fully paid up valid members of Britcar
- (b) be registered for the Dunlop Endurance Championship 2019
- (c) be in possession of a valid 2019 Motorsport UK Competition Licence (Racing).
- (d) a Professional driver must be 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, or comparable country, current Motorsport UK Yearbook H. 26.2.1 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.

1.3.3 Please note that although the minimum licence status may be approved at National 'B' Motorsport UK added a new requirement Q.9.1.2 as below from 1st January 2017.

**Q.9.1.2.** Any Driver competing in a vehicle of 0.34bhp/kg or higher (excluding driver weight) and measured at the driven wheels, must be the holder of a Race National 'A' licence, as a minimum.

1.3.4 Each competitor (including all INVITATION cars) must make sure their vehicle has a valid BEPI (Britcar Endurance Performance Indicator) submitted before their and the vehicle's first race in the championship. Competing vehicles will not be eligible for any championship points until this has been submitted and signed by a team member. In the entire discretion of the Organisers an Entry made where no BEPI has been submitted may be suspended or rejected.

1.3.5 Entry into Dunlop Endurance Championship requires 2 or more drivers for races over 2 hours duration, for 2 hours or less entry may be a single driver.

1.3.6 No Professional driver may drive on his or her own and no vehicle can be "fully" driven by professional drivers.

1.3.7 A driver will need to be rated on their experience when they register for the championship.

PRO A “Professional” driver is one who earned money in the last year as a racing driver or who has won a British or European Championship or has competed at an International Level and has achieved notable success.

Am A “Amateur” driver is a person who has only been racing at club level motorsport and did not earn money from racing in the previous season.

The appointed Championship Organising Committee will resolve any decisions regarding a driver’s grade / rating subject to which the Championship Coordinator’s decision will be final.

1.3.8 Drivers aged 60 or over at the start of the 2018 season may be exempt from the criteria set out in Art.1.3.7 above at the Championship Co-ordinator’s entire discretion.

#### 1.4 CHAMPIONSHIP REGISTRATION :-

1.4.1 All Competitors / Entrants must register for the Championship by returning the Registration Form with the Registration Fee to the Britcar Championship Co-ordinator ([claire@britcar-endurance.com](mailto:claire@britcar-endurance.com)) prior to the Final Closing date for the first round being entered.

1.4.2 The Registration Fee for the Dunlop Endurance Championship 2019 is £300 + VAT for the season. All payment details are available in Championship Regulation Art. 6.4.

#### **All Registration Payments are Non-Refundable.**

1.4.3 Deposits will be required against all rounds in which entrants would like to reserve a place on the grid. This will be on a first come first served basis. £250 +VAT per round deposit required for all Championships. All payment details are available in Championship Regulation Art. 6.4. First 10 teams who pay deposits for all Championship rounds will get the choice of garages on a first come first served basis.

#### **All deposits are Non-Refundable.**

1.4.4 Registrations & deposits will be accepted from 1<sup>st</sup> December 2018 until the closing date for each round. Any money paid is non-transferable between events, vehicles and/or teams. All balances of entry fees must be made 14 days before the first date of the Permit for any race meeting entered in accordance with Championship Regulation Art.1.4.9 below.

1.4.5 Permanent Competition Vehicle Numbers will be competition numbers issued by the Championship Organisers via the Championship Coordinator 2 - 999 on a first come first serve basis. All championship decals will be supplied prior to their first race weekend by hand or if teams want them posted there will be a postage charge payable prior to despatch. Competitors are responsible for ensuring the appropriate race numbers and correct decals are placed where required by the Championship Organisers from time to time. Numbers over 99 will be allowed with permission from the Championship Organiser via the Championship Coordinator.



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- 1.4.6 The Organisers jointly and severally reserve the right to add more Championship decal stickers to the vehicles from their new sponsors during the season.
- 1.4.6.1 Championship decals car layout plans are provided at Championship Regulation Art. 6.1.6.2
- 1.4.7 All teams registered will receive one full set of decals for their vehicle and 8 team pit crew identification bands. Any replacements required will be available by contacting the Britcar Office. There will be a cost plus postage for this replacement. £ 40 plus VAT plus postage for the decals and £ 10 plus VAT plus postage for each identification band.
- 1.4.8 Britcar Club Membership – To become a member each driver including invitation drivers must pay an annual Britcar Membership fee of £100.00+VAT for the season (All payment details are available in Art. 6.4). Each driver will also receive the ‘Championship Logo’ & ‘Dunlop’ Cloth Overall badge which must be worn on their race overalls in accordance with Championship Regulation Art.6.2.
- 1.4.9 Outstanding Championship balance monies must be in the Britcar Endurance account and cleared by 5pm on the Friday, 2 weeks prior to the respective race weekend. Any team who have entered for a round and not paid their balance 2 WEEKS BEFORE could risk points being deducted plus the risk of no garage space at that round. Balance monies are non-refundable and non-transferable.
- 1.4.10 All payments made to the Championship Organisers and or Britcar must only be remitted from a fully traceable European clearing bank.

### 1.5 CHAMPIONSHIP EVENTS

- 1.5.1 The 2019 Dunlop Endurance Championship :-

<u>Date</u>	<u>Circuit</u>	<u>Organising Club</u>
30 <sup>th</sup> March	Silverstone Int	BARC
27 <sup>th</sup> April	Silverstone GP	BARC
11 <sup>th</sup> May	Brands Hatch Indy	BARC
1 <sup>st</sup> June	Donington GP	BARC
22 <sup>nd</sup> June	Oulton Park	BARC
10 <sup>th</sup> August	Snetterton	BARC
26 <sup>th</sup> October	Oulton Park	BARC
9th & 10 <sup>th</sup> November	Brands Hatch Indy (Night Races)	BARC

- 1.5.2 The Dunlop Endurance Championship features – 8 Rounds with 16 races - the 15 highest scoring individual races (including fastest lap point, if app) counting towards the Championship (N-1).
- 1.5.3 If an event gets cancelled due to unforeseen circumstances beyond Britcar Endurance’s control (Force Majeure) then the Championship Organisers will endeavour to replace it with another meeting but if not the Championship points / rounds will be re-adjusted with the current Motorsports UK General Regulation D.11.1.

1.5.4 Testing is available at each circuit the day before each of our events (except Donington) and you can book testing direct with us. Prices to be confirmed and vary at each track. Please contact Sarah on 01428 288008 or [sarah@britcar-endurance.com](mailto:sarah@britcar-endurance.com). There are no testing restrictions.

## 1.6 CLASSES

1.6.1 The cars will be classified via our BEPI system. For Login details for this system please contact Claire Hedley at [Claire@britcar-endurance.com](mailto:Claire@britcar-endurance.com). The BEPI system and the class classification is explained in **Championship Regulation Art. 5.2**

1.6.2 Classes will be identified by the use of different colour Championship Number Decals and a Class colour on the sun strip.

- Class 1            Red
- Class 2            Green
- Class 3            Orange
- Class 4            Blue
- Class 5            Yellow

## 1.7 SCORING

1.7.1 Competing vehicles may not be eligible for championship points if they have not registered for the Championship or submitted a Technical Declaration on the online BEPI system before their first round.

1.7.2.1 Points will be awarded as provided by these Championship **Regulations Art. 1.7.18 and 1.7.19** to those classified in the Final Results following the conclusion of all Judicial matters as per the Motorsport UK General Regulations for Endurance Racing.

1.7.2.2 Where a race is run wholly under safety car or virtual safety car conditions then no Points will be awarded.

1.7.3 Cars classified as DNF “Did not finish’ will accrue 50 % points of their nominal finishing position providing they have completed at least 60% of the number of laps their class winner has completed when the end of race signal is shown at the start / finish control line. This will apply even where the consequence of the allocation includes half points (i.e  $25 / 2 = 12.5$ ).

1.7.3.1 Cars classified as NC (Not Classified) in the official Race Event results do not score points.

1.7.4 Championship Points for the 2019 season are accrued based on the following finishing positions in class :

Place	Points	Place	Points	Place	Points
1 <sup>st</sup>	30	6 <sup>th</sup>	12	11 <sup>th</sup>	6
2 <sup>nd</sup>	25	7 <sup>th</sup>	10	12 <sup>th</sup>	5
3 <sup>rd</sup>	20	8 <sup>th</sup>	9	13 <sup>th</sup>	4
4 <sup>th</sup>	17	9 <sup>th</sup>	8	14 <sup>th</sup>	3
5 <sup>th</sup>	14	10 <sup>th</sup>	7	15 <sup>th</sup>	2

1.7.5 There must be minimum of 3 2019 Registered Competitors in class at each round to receive Full Championship points as stated in 1.7.4

1.7.5.1 There must be minimum of 2 2019 Registered Competitors in class at each round to receive the following points:-

1<sup>st</sup> Place      20 points  
2<sup>nd</sup> Place      17 points

Championship Regulation Art. 1.7.3 still applies

1.7.4 Although invitation finishers do not accrue points, their finishing position can affect on the points accrued by other finishers in the same class. For example, at an individual round with 3 or more in class and with some INVITATION entries, the registered competitor will gain the points towards the championship where they finish in the Final Results. For example if a result is:

1<sup>st</sup> Invitation entry      0 points  
2<sup>nd</sup> Championship entry      25 points  
3<sup>rd</sup> Championship entry      20 points

1.7.5 At an individual round there must be minimum of with 2 entries in the class finishing cars gain the following points:-

1<sup>st</sup> 20 points  
2<sup>nd</sup> 17 points      1.7.3 rule still applies

1.7.6 At an individual round with 2 entries in class one being an INVITATION entry, the registered competitor will gain point towards the championship where they finish in the Final Results. For example if a result is:

1<sup>st</sup> Invitation entry      0 points  
2<sup>nd</sup> Championship entry      17 points

1.7.6 If there is only 1 entry in a particular class at an individual round the finisher will only receive 50% points. Championship Regulation Art.1.7.3 rule still applies

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- 1.7.7 If a vehicle is found to be ineligible (by the championship Scrutineer or an appointed Scrutineer in his absence) in some way then no points will be awarded but the Competitor must count the round as one of their points scoring rounds for the Championship.
- 1.7.8 If an entrant has to replace their vehicle and or their engine, they must notify the Licenced Eligibility Scrutineer. As long as the Promoter and the Licenced Eligibility Scrutineer gives their approval that the vehicle is also the same make, model, weight and horse power as the vehicle registered for the respective Championships, then the points already awarded from the previous races will be carried over to the new vehicle, also current Motorsport UK General Regulation (D) 25.1.12 applies.
- 1.7.9 If a registered competitor decides they want to move class no points will be transferred across but from the next race entered and completed, they will gain points in the new class.
- 1.7.10 If a registered competitor decides they want to move class after round 2 – with permission of the Eligibility Scrutineer and the Championship Co-ordinator they will be put into the correct class but no points will be carried over.
- 1.7.11 After a results and points have been declared the Championship Organisers, under consultation of the Championship Eligibility Scrutineer, can reclassify a vehicle and move it to a different class. The Class they have been moved from and to will have all the points adjusted at the point the vehicle should have been in the correct class.
- 1.7.12 Ties shall be resolved using the formula as per current Motorsport UK General Regulation W. 1.3.4 Resolving Ties.
- 1.7.13 All entries must have paid a full seasons registration to gain championship points.
- 1.7.14 No team can register for the Championship to gain points at the last two rounds of the Championship (N-2).
- 1.7.15 An “Invitation” entry will not gain any points all season BUT will receive trophies for 1<sup>st</sup> – 3<sup>rd</sup> overall and 1<sup>st</sup> – 3<sup>rd</sup> in class where applicable.
- 1.7.16 In addition 1 point will be issued to the driver setting the fastest lap in qualifying in each class and a further point to each driver setting the fastest lap in the race in each class. If qualifying occurs behind the safety car no fastest qualifying point will be issued.
- 1.7.17 In the event of cancellation of a championship round outside of the control of the promoters, where the round cannot be relocated to the reserve round or the reserve round has already been used, the total number of rounds eligible towards the championship will be reduced accordingly. An accumulation of all the points eligible registered entrants scores will be used to determine the overall and class championships. Neither the Promoters nor the Organising club running the respective race meetings shall be liable for any consequential loss or damages.

**1.8 AWARDS**

- 1.8.1 All awards will be provided by the promoter and/or their partners and sponsors.
- 1.8.2 Per race:- The race winners will be presented trophies on the venue podium (where possible). If podium is not suitable or is unavailable then all trophies and interviews will be done in the Britcar Hospitality Race Centre. Drivers are reminded that the podium presentation is part of the event and the Championship asks all to attend.
- 1.8.3 Trophies will be awarded for the races as follows:-  
\*\* A trophy to drivers placed 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> overall (2 trophies to be supplied)  
\*\* A celebratory bottle to 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> overall  
\*\* A trophy for the drivers coming 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> in a class  
\*\* Sponsors cap
- 1.8.4 Sunoco ‘Driver of the Day’ award – Decided by the Event Commentator
- 1.8.5 Britcar Driver of the Day award – Decided by the Britcar Media Team
- 1.8.6 “Invitation” entries will receive trophies.
- 1.8.7 Additional trophies and awards may be made and will be detailed within an official championship bulletin.
- 1.8.8 End of Season:- The Dunlop Endurance Championship awards will be issued at the awards presentation event at the end of the season. The date and venue is to be advised.
- 1.8.9 The following trophies will be awarded at the end of season:-  
\*\* Trophies to 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> Driver Overall (maximum 2 trophies) in each category.  
\*\* A celebratory bottle to 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> Driver Overall in each category.  
\*\* Trophies to 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> Drivers in each Class (maximum 2 trophies)  
\*\* Trophy to Driver of the year – Dunlop Endurance Championship  
\*\* Rookie of the Year  
\*\* The Cowell Award – Services to Britcar Endurance  
\*\* Media / Photographer of the Year – Britcar Endurance
- 1.8.10 Drivers are reminded that the End of Year presentation is part of the Championship and it is requested that all teams attend. Trophies can be posted to teams but the postal charge may be passed on to the team in the absolute discretion of Britcar. Any teams requiring additional trophies can request these from the Championship Co-ordinator and there may be a charge for these.

## **1.9 ENTERTAINMENT TAX LIABILITY**

1.9.1 In accordance with the current government legislation, the promoter is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women and account to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsmen/women.

1.9.2 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 Islands or Eire. This means that Britcar is required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents.

Under certain circumstances, it may be possible for competitors to enter into an agreement with the Inland Revenue to limit the tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before the payment is due. For further information contact:

HMRC Personal Tax International, Foreign Entertainers Unit, St John's House, Merton Road, Liverpool, L75 1BB - Telephone: 00 44 (0) 151 472 6488

## **1.10 TITLE TO ALL TROPHIES**

1.10.1 Overall Championship trophies are the property of Britcar and must be returned upon request of Britcar. Copies are available at an additional cost.

1.10.2 If Provisional Results or Championship Tables are revised after any presentations and these revisions affect the distribution of awards the Competitors concerned must return them to the organisers in good condition within 7 days

## **2 CHAMPIONSHIP EVENT MEETINGS & RACE PROCEDURES**

### **2.1 RACE ENTRIES**

2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date for entries which is 14 days before each event. Incorrect or incomplete entries (including "Driver to be nominated" entries) will be held in abeyance until they are correct and complete. Any teams not paying on time can risk losing Championship Points or a £ 100 plus VAT Late Payment fine – at the Championship Co-ordinators discretion.

2.1.2 Driver and team information should be with the Promoter in writing by the Friday of the previous week at 12.00pm so the information is available for the program.

2.1.2 Withdrawal or alterations to an entry made after acceptance of any entry must be notified to the Organisers in writing. Motorsport UK General Regulation D25.1.12 applies.

2.1.3 The deadline for any amendments is the Wednesday 5 pm before each event.

- 2.1.4 Reserves are to be nominated on the Final List of Entries published with the Final Instructions or Amendment Sheet Bulletins. All Reserves will practice and replace withdrawn or retired entries. 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 vehicles being collected in the official "Assembly Area" 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 vehicle to take the start has passed the pit lane exit. Such approval to start must be obtained from the Clerk of the Course.
- 2.1.5 There will be no refund of entry fees if an entrant withdraws after Wednesday at 12.00pm 3 days prior of the respective race meeting.
- 2.1.5.1 Late Final entries are accepted up to the Wednesday at 12.00pm of the race meeting, these entries may be subject to a late entry charge.
- 2.1.6 The organisers reserve the right to accept entries from teams with cars which do not fit into the classification at their discretion. These cars may need to be restricted by the Eligibility Scrutineer and may be placed on the RESERVED list as the Championship eligible cars will get priority grid position. If there is space to race they will race under an INVITATION title. No points will be gained.
- 2.1.7 INVITATION ENTRIES – Teams wishing to participate just as a one off may do so as an INVITATION entry. They will NOT receive Championship Points but will receive trophies if they achieve class or overall top 3 success. Their entry fee will be £ 100 plus VAT more than the stated entry fee plus £ 100 plus VAT membership per driver.

## **2.2 BRIEFINGS**

- 2.2.1 The Organisers will notify competitors and managers of the times and locations of all Driver & Team Manager Briefings.
- 2.2.2 It is mandatory that all competitors and managers of the teams attend all briefings as per current Motorsport UK General Regulation H. 33.1.3, which carries a fine of £175.
- 2.2.3 Should a competitor or manager be unable to attend they must notify the Clerk of the Course in writing beforehand. Failure to do so may result in a fine as per the current Motorsport UK General Regulations.

## **2.3 DESIGNATION OF THE CIRCUIT & REQUIREMENTS**

- 2.3.1 The events will take place on the Motorsport UK Licensed Circuits in the UK and FIA licensed circuits in Europe.
- 2.3.2 The maximum number of vehicles permitted on the circuit will be as per the respective Motorsport UK circuit license and will be subject to an additional:

## 2.4 QUALIFICATION / PRACTICE

2.4.1 Each driver should complete a minimum of 3 laps of qualification in the vehicle to be raced and in the correct session, in order to qualify for selection and order of precedence as set out in current Motorsport UK General Regulations Q. 4.5.

2.4.2 Multi Driver teams (3 drivers):

In a three driver team all three drivers must sign on for that entry with the relevant licence level for that class. Then they must all qualify the car in the qualifying session or at a time agreed with the Clerk of the Course.

2.4.3 The Clerk of the Course shall have the right to exclude any driver whose practice times or driving are considered to be unsatisfactory as per current Motorsport UK General Regulation Q. 4.5.

2.4.4 The minimum period of qualifying will be 1 x 20mins per round that feature purely day races and 1 x 20mins day and 1 x 30mins night for rounds that feature night races. Rounds that feature night races will also include a night familiarisation session.

2.4.5 Should any qualifying session be disrupted the Clerk of the Course shall not be obliged to resume the session or re-run sessions to achieve the championship criteria and the decision of the Clerk of the Course shall be final. If Qualification is not run the grid will be formed from the current Championship order per class.

2.4.6 After each session vehicles must go directly to the designated Parc Fermé area or where they are directed by Officials.

2.4.7 Vehicles may be weighed or checked for eligibility at any time at the discretion of the Licenced Eligibility Scrutineer.

## 2.5 RACES

2.5.1 The minimum scheduled duration shall be set by the timetable, whenever practicable, but should any race 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.

2.5.2 In a two / three driver team no one driver may do more than 60 % of either of **the** 2 races.

2.5.3 In a single entry the 60/40% rule does not apply BUT no Professional **Driver** may race on their own



## 2.6 STARTS

- 2.6.1 The race start countdowns are to have a minimum elapsed period of 3mins from the time all vehicles are released to form up on the grid to the start of the green flag lap(s) in the formation as specified on the Track Licence for each circuit. The teams will be advised by the officials if there will be 2 green flag laps.
- 2.6.2 The starts will be Rolling Starts and the minimum countdown procedure/audible warnings sequence shall be:-
- 1 min to start of pace lap - start engines/clear grid.
  - 30 secs - visible and audible warning for start of pace lap.
  - Starts will use a two by two grid and a Rolling Start.
- 2.6.3 Any vehicles removed from the grid after the 1 min signal or driven into pits on pace lap shall be held in the pit lane and may start the race after the last vehicle to take the start from the grid has passed the start line or pit lane exit, whichever is the later.
- 2.6.4 Any drivers unable to start the pace lap or start are required to indicate their situation as per current Motorsport UK General Regulation Q.12.13.2 and any drivers unable to maintain grid positions on the pace lap to the extent that all other vehicles are ahead of them, may complete the lap but must remain at the rear of the last row of the grid but ahead of any vehicles to be started from the pit lane or from a timed delay.
- 2.6.5 The red lights will be switched on once the pace car has left the circuit and will be extinguished to signify the start of the race. In the event of any starting lights failure the starter will revert to use of the National Flag. Competitors must hold their grid position in a 2x2 formation until the start of the race signal is given. Once the pace car has left the circuit the pace must be maintained by the lead vehicle until the race starts. **Failure by a team to maintain pace or grid position may delay the start and the team manager may be called to see the Clerk of the Course and the team may receive a penalty.**
- 2.6.6 The Organisers reserve the right to employ an alternative starting procedure.

## 2.7 RACE STOPS / RED FLAG

- 2.7.1 As per the current Motorsport UK General Regulations.
- 2.7.2 Should a Red Flag/Light be required to stop any race or practise RED LIGHTS will be switched on at the start line and Red FLAGS will be shown at the Start line and all Marshal Signalling Points around the track
- 2.7.3 All drivers must cease racing speed and slow to a safe and reasonable pace and continue around to and follow directions of the marshals/officials
- 2.7.4 All vehicles involved in contact incidents during races or practice must be re-presented to the Scrutineers before continuing in the race or qualifying.

**2.8 GENERAL PITS & PITS LANE SAFETY**

- 2.8.1 All vehicles parked in the pit lane must be parked parallel to the pit lane at all times unless asked to otherwise.
- 2.8.2 Only team personal wearing the Britcar supplied Identification are allowed in the Pit lane or on the pit wall during any Britcar session.
- 2.8.3 Permitted vehicles allowed in the main paddock area include race vehicles, race transporters and hospitality vehicles.
- 2.8.4 Entrants must ensure that the Motorsport UK General Regulations and Circuit Management and Organising Club Safety and Supplementary Regulations including Final Instructions and all and any Published amendments are complied with at all times.
- 2.8.5 The outer lane or lanes of the pit lane are to be kept unobstructed to allow safe passage of vehicles at all times.
- 2.8.6 Pit lane speed limit will be 60kph unless otherwise indicated in the relevant Final Instruction or Drivers Briefing.
- 2.8.7 Pit signalling on the pit wall is limited to three team personnel. The pit wall is the only place where signalling to drivers is permitted. (Please note Championship Regulation Art. 1.4.7)
- 2.8.8 Harnesses cannot be removed until the vehicle has come to a full stop in the pit lane and may not move off until the driver has fully secured their harnesses.
- 2.8.9 Engines must not be run at any time if the vehicle is supported by portable jacks.
- 2.8.10 All garages must be vacated by the time specified in the Supplementary Regulations or Final Instructions for that round.

**2.9 PIT STOPS**

- 2.9.1 All teams will have mandatory pit stops as listed below in Art.2.9.2. Vehicles not completing this mandatory stop are subject to a penalty as detailed in Art.4.2.

2.9.2 For the Championship there will be different Standard Pit Stops as stated below :-

Standard Pit Stops

<u>Class</u>	<u>Standard Pit Stop time</u>	<u>Number of Pit Stops</u>
1	90 seconds	1
2	90 seconds	1
3	90 seconds	1
4	90 seconds	1
5	90 seconds	1

2.9.2.1 Classes maybe split and new standard pits times issued at the Championship Organiser's discretion and pursuant to Championship Regulation Art.1.2.3.2.

2.9.3 The Pit Stop time is measured by the vehicle transponder activating the timing beams or loops in the track at the entrance and exit of the pit lane – signalled by a Britcar Endurance Pit Speed Board. The total time taken by a competing vehicle between these two points in the pit lane will determine the length of the pit stops and will be monitored by the appointed Motorsport UK Official Timekeepers.

2.9.4 There will be no pit window however all teams must have completed their Mandatory Pit Stop(s) before 15 minutes before the end of the race.

2.9.5 It is the sole responsibility of the team to manage the pit stop time. Any team shortening their pit-stop from the regulated time will receive a penalty.

Standard Pit Stop:

2.9.6 At the first race of the race weekend all vehicles will use the Mandatory pit stop times as a listed above in Art.2.9.2 then for the 2<sup>nd</sup> race of the weekend there will be a success pit stop time added on (see Art.2.9.7).

Success Pit Stop

2.9.7 Teams will have Success Pit Stop time added onto the 1<sup>st</sup> race pit stop time for the 2nd race. This will be added as follows per class:-

- 1<sup>st</sup> : + 15 seconds
- 2<sup>nd</sup> : + 10 seconds
- 3<sup>rd</sup> : + 5 seconds
- 4<sup>th</sup> or below: No change to Standard Pit Stop

- 2.9.8 If there was one car in a class then the pit stop will remain the same as the standard race.
- 2.9.9 If a vehicle doesn't classify and is deemed a NC – Not Classified or DNF - their Pit Stop for Race 2 will remain as standard.
- 2.9.10 This success pit stop time will apply to ALL mandatory pit stops during the second race at each round.
- 2.9.11 The Pit Stop times are NOT accumulative this season so the pit stop time for the first race at each event will be as standard as listed in Art.2.9.2.
- 2.9.12 The pit stop times will be issued in the Event Information Bulletin and available at Drivers Briefing.
- 2.9.13 All other pit stops length will be open BUT the pit lane speed limit will still apply. Judges of fact will be monitoring this speed and reporting any infringements to the Clerk of The Course.
- 2.9.14 Driving restrictions are as given below, however no single-driver entry may drive for more than a period of 180 minutes without taking a minimum break from driving of 15 minutes.

<u>Driving and Pit Stop Restrictions</u>		
Scheduled Race Distance	Maximum driving time (except for single driver entries)	Pit Stops must be taken before
60 minutes	36 minutes	Last 15 mins of the race
120 minutes	72 minutes	Last 15 mins of the race
180 minutes	108 minutes	Last 15 mins of the race

- 2.9.15 No Professional driver may drive on their own and in a multi driver team no driver may do more than 60% of either races. A Professional driver is clarified in Art. 1.3.5
- 2.9.16 Any Pit Stop must be under control of the Team Manager who must record who is in the car being driven on the circuit at any given time. Teams must advise the Pit Lane Marshal which driver is in the car once a driver change done.

**2.10 FUEL STORAGE**

- 2.10.1 Refuelling must be carried out in accordance with current Motorsport UK General Regulations for Circuit Racing Q.13 (Pit and Paddock Regulations) and Art.5.18 of these technical regulations AND Circuit Management Regulations and the Supplementary Regulations and Final Instructions issued for each circuit/round.
- 2.10.2 No more than 3 sealed churns of fuel (3 x 25ltr) plus one spare 210ltr barrel per vehicle (sealed, containing no more than 200ltrs of fuel) may be stored in the pit garage at any one time.

- 2.10.3 A single 210ltr barrel in use for refilling the churns may be situated outside the garage per vehicle in the pit lane beside the door and It must be sealed when not in use.
- 2.10.4 A single empty, sealed 210ltr barrel may be stored outside the rear of the garage, beside the garage door.
- 2.10.5 The maximum size of fuel storage containers to be used by teams is 210ltrs per container containing no more than 200ltrs of fuel.
- 2.10.6 Pumps fitted to drain the fuel from the containers must be of a metal construction and approved for use with corrosive liquids.
- 2.10.7 Refuelling towers are expressly forbidden. Only sealed 25ltr refuelling dry break churns may be used. Teams may be required to prove fuel capacity at the request of the Eligibility Scrutineer.
- 2.10.8 The pit lane, garages, and fire lane are no smoking zones everyone must adhere to circuits rules.

## **2.11 REFUELLING REGULATIONS**

- 2.11.1 Refuelling must be carried out in accordance with current Motorsport UK General Regulations for Circuit Racing Q.13 (Pit and Paddock Regulations) and Art.5.18 of these technical regulations AND Circuit Management Regulations and the Supplementary Regulations and Final Instructions issued for each circuit/round.
- 2.11.2 Vehicles may be refuelled by means of pressurised and non-pressurised dry break fuelling equipment.
- 2.11.3 In the event the vehicle is not fitted with either of these systems fuel cans and funnels maybe used but must be fuelled in the team garage under supervision of the team manger during the pit stop plus an event scrutineer must be advised when the vehicle inspection / scrutineering checks are carried out ~~done~~ at the beginning of the day / weekend. The garage door pit lane side must be closed and the door at the rear must be open. All other Championship refuelling regulations must be followed.
- 2.11.4 Fuel dump churns must not vent to air and a maximum capacity of 25 ltr teams maybe required to demonstrate capacity.
- 2.11.5 The Driver must bring their vehicle to a stop in the permitted pit area or area set-aside for refuelling, switch off the engine, get out of the vehicle and close the door/s. The vehicle must be on its wheels and not on jacks. Exhaust pipes and/or hot brake material in the proximity of the refuelling or venting connectors must be covered with flame-resistant material.
- 2.11.6 In Pit Lanes where vehicles may roll from its stopped position a suitable wheel chock is required.
- 2.11.7 For teams refuelling during a live Britcar session race each refuelling team member must be dressed in approved flameproof overalls, wear both gloves, have balaclava and goggles on.

- 2.11.8 There must also be another team member (dressed the same as Art.2.11.7) available with a powder extinguisher (minimum 6kg) **which must be supplied by the team.** It is expressly forbidden to use any fire extinguishers provided by the Venue. The fire assistant must only do the job of a fire assistant. They are not permitted to assist the refuelling staff or the team until refuelling has been completed. The fire assistant must be at a safe distance from the vehicle or the container which is being filled.
- 2.11.9 No other work may be carried out whilst refuelling is taking place. The driver may only get back in the vehicle when refuelling has finished
- 2.11.10 Pit Signalling staff must stay on pit wall unless part of working pit crew. All other team members not involved with pit signalling or refuelling must be inside the garage and only 4 pit crew may work on the vehicle at any one time. The Team Manager must supervise this. (8 team pit crew identification bands / tabards will be supplied).
- 2.11.11 Teams are allowed a Re-fuelling team and a Working team on the car team BUT once one of the teams have finished their job they **MUST** leave the pit lane as only 5 teams members including the Team Manager are allowed in the pit lane at any one time. Pit signalling team **MUST** stay on the wall and are not included in the limit of 5 team members provided by this Regulation.
- 2.11.12 At other non-track sessions times teams must be aware of safety issues when refuelling but full equipment as stated in Art.2.11.7 is not required and they can refuel in the garages. It is the responsibility of the Team Manager to supervise this procedure. The Entrant and or Team Manager of any team / entry not respecting the applicable Regulations will be called up to the Clerk of the Course immediately for possible Judicial action against the relevant Entrant.
- 2.11.13 Only 25 litres of fuel is allowed to be put in the vehicle during a Safety Car period per visit to the Pits. There are Judges of Fact in the pit lane who will report to Race Control any teams refuelling with more fuel during this period. Art.4.2 infringement will be applied. It is the team's responsibility to prove if required by the Organiser's officials the amount of fuel added to a vehicle during a Safety Car period.
- 2.11.14 There will be Judges of Fact including but not exclusively event scrutineers observing all re-fuelling

## 2.12 RACE START FUEL QUANTITY

- 2.12.1 Vehicles may not start the race with more than the following amounts of fuel on board:
- Petrol 120ltrs
  - Diesel 75ltrs

## 2.13 RE-FUELLING QUANTITY

2.13.1 Vehicles may not refuel more than the following amounts during the race:

- Petrol 75ltrs per refuelling pit stop.
- Diesel 75ltrs per refuelling pit stop.

2.13.2 From the time the Safety Car is deployed on circuit, no car may take on more than 25 litres of fuel per visit to the Pits, until after they have passed the Green Flag on the Start/Finish Line signalling the end of the Safety Car period. For the avoidance of doubt only those cars that are in the pits and have crossed the pit lane entrance line prior to deployment of the Safety Car may take on the permitted pitstop allocation of fuel.

2.13.3 Failure to comply with above regulations will incur penalties as listed in section 4.2 of this document.

## 2.14 RACE FINISHES

2.14.1 After taking the Chequered Flag drivers are required to:

- Progressively and safely slow down.
- Remain behind any competitors ahead of them.
- Return to the pit lane entrance/paddock entrance as instructed.
- Comply with any directions given by marshals or officials.
- Keep helmets on and harnesses done up while on the circuit or in the pit lane.

2.14.2 All races are of timed duration. In these races the chequered flag will be shown to the leader the next time they pass the finish line after the duration of the race time. If for any reason the race has to be shortened the chequered flag will be shown. **If the chequered flag is displayed incorrectly then Motorsport UK General Regulations apply.**

2.14.3 The Eligibility Scrutineers will require all vehicles to go to Parc Fermé at the end of qualifying and or each race. This area will be designated in the Final Instructions and it will be restricted to the driver and one team person unless instructed or permitted by Race Official.

2.14.4 If the cars are directed back to the garages at the conclusion of any track session then they stay under Parc Ferme condition as set out in the Motorsport UK General Regulations and these Regulations until advised by a relevant official that Parc Ferme has ended.

2.14.5 Teams are reminded that removal of or addition to any equipment on a competing vehicle during Parc Ferme conditions without permission from a race official shall be a breach of Parc Ferme Regulations.

**2.15 RESULTS**

- 2.15.1 All Practice Timesheets, Grids, Race Results are deemed ‘provisional’ until all vehicles are released from Parc Fermé by the Licenced Eligibility Scrutineer after post practice/race scrutineering and/or after completion of any judicial or technical procedures.
- 2.15.2 Competitors are reminded of Motorsport UK General Regulation W.2.1.8.

**2.16 TIMING MODULES, RADIO & CAMERAS**

- 2.16.1 All competing vehicles must have fitted for all official test, practice, qualifying and race sessions, a working Electronic Self Identification Module (Transponder) of the following type:  
AMB 260 Transponder  
AMB Pro Transponder  
AMB Driver ID Transponder  
Or any other transponder approved by TSL Timing.
- 2.16.2 It is the responsibility of the Entrant to fit the module in a safe and appropriate position as recommended by the manufacturer.
- 2.16.3 Competitors or teams must not place any electronic timing equipment within 5m of the official timing line (Control Line) or any other official timing line at any event or test session. Any such equipment placed within these areas will be removed.
- 2.16.4 Radio – See Championship Regulation Art.6.5
- 2.16.5 It is mandatory that all teams run “In Car Cameras” – See Championship Regulation Art.5.23

**2.17 SAFETY CAR**

- 2.17.1 Safety car operation will be in accordance with current MSA Yearbook, Section Q, Appendix 2, except during night races when the leader of the race may not be picked up and once the incident has cleared the pack will not be allowed to pass the safety car to move the leader to the front of the train.
- 2.17.2 The Safety Car will be used in free practice, qualifying, night familiarisation and the race or unless advised differently in the Event Drivers Briefing
- 2.17.3 Please see Championship Regulations Art. 2.13.2 & 2.11.13 regarding the rules on refuelling during a Safety Car Period



## 2.18 JUDICIAL PROCEDURE

- 2.18.1 Rounds: In accordance with the current Motorsport UK General Regulations Section C.
- 2.18.2 Championship: In accordance with the current Motorsport UK General Regulations Section C.

## 3 DRIVING STANDARDS & COMPETITOR / TEAM MEMBER BEHAVIOUR

- 3.1 Driving Standards - During each track session Driving Standards will be reviewed and reported to the Clerk of the Course who will take appropriate action as necessary.
- 3.2 Competitors who bring the Championship, Britcar Endurance or BARC or any sponsors of the Championship into disrepute through either on or off-track behaviour - a verbal or written statement (for example Social Media), may be refused entry to the following or any number of subsequent events at the Championship Stewards discretion. If deemed serious the Championship Stewards may deduct Championship Points or even exclude them from the Championship until further notice.
- 3.3 No abusive language or actions will be tolerated towards any Britcar Endurance Employee, Volunteer, Contractor or Guest of any form. All incidents of this nature will be reported to the clerk of the course.
- 3.4 **The Championship requires conformity with Motorsport UK General Regulation A.10 (all parts) at all times.**
- 3.5 Britcar Endurance reserves the right to decline an entry on receipt of a complaint.

## 4 SPECIFIC CHAMPIONSHIP PENALTIES

- 4.1.1 In accordance with Section C of the current MSA Yearbook
- 4.1.2 Infringements of Technical Regulations arising from post-practice Scrutineering or Judicial Action: Minimum Penalty: Motorsport UK General Regulations Section C.3.3
- 4.1.3 Infringements of Technical Regulations arising from post-race Scrutineering or Judicial Action: Minimum Penalty: The provisions of current Motorsport UK General Regulations C.3.5.1 (a) and (b)
- 4.1.4 For infringements deemed to be of a more serious nature the Clerk of the Course and/or Stewards of the meeting are to invoke current Motorsport UK General Regulations C.3.5.1 (c). Additional specific championship penalties
- 4.1.5 The following infringements are used as a guideline by the Clerk of the Course. **The actual penalty received may differ at the Clerk of the Course's discretion**, based on circumstance. A time penalty may be issued by the Clerk of the Course after the race if there is insufficient time during the race to advise of, or serve a penalty.

## 4.2 INFRINGEMENTS &amp; PENALTIES

Infringements	During Qualifying	During Race
A - Excess speed in pit lane	Black Flag	Stop and Go for 1 seconds per km/h over the speed limit
B - False Start	n/a	Stop and Go
C - Failure to respect starting position or out of position on formation lap	n/a	Stop and Go
D - Wrong direction in pit lane	Exclusion	Exclusion
E – Working on the vehicle whilst refuelling	Black Flag	Drive Through
F – Taking on over 25ltrs of fuel during Safety Car Period per visit to the Pits	n/a	Stop and Go for 60 seconds
G - More than 4 people work on the vehicles refuelling or at a Mandatory Pit stop.	n/a	Stop and Go for 60 seconds
H – Not stopping for the correct amount of time for any pit stop	n/a	Stop and Go for 1 second every 1 second under the allotted pit stop.
I – Not stopping for the mandatory pit stop	n/a	0 – 5 mins over – Drive Through 5 min plus – Checkered Flag – time added on at discretion of Clerk of Course
J – All other infringements	At the discretion of the Clerk of the Course	

## 5 TECHNICAL REGULATIONS

### 5.1 INTRODUCTION

5.1.1 The following technical regulations are set out in accordance with the Motorsport UK specified format and it should be clearly understood that if the following texts do not clearly specify that you can do it, you **must** work on the principle that you cannot.

5.1.2 Where references are made to “original equipment”, the term is defined as –

“Is a part, the specification, features, location and method of operation of a part are as provided when new by the motor manufacturer for the model and date of car as shown on the technical form submitted via the Britcar Endurance website”.

### 5.2 CLASSIFICATION AND BEPI

5.2.1 This is achieved by starting with the standard peak BHP (at the wheels) that most Championships use, but we also add the midrange BHP and the peak and midrange torque at the wheels. This provides a more complete engine performance indicator and covers all the engine formats such as normally aspirated, turbo, diesel etc., that all have their various advantages. This engine figure is divided by the weight of the car giving a power to weight indicator.

5.2.2 The modifier list is then applied (and includes categories such as Aerodynamics, Suspension, electronic aids etc.). Each modifier category is split into sub items such as Front Splitter, Traction Control etc. Each of these sub items have a number of options to select i.e. Front Splitter :- None, Moulded, Fixed or Adjustable. Each of these options is given a numerical value depending on the performance advantage which can be negative as well as positive. Using the Front Splitter as an example, the numeric values are: None (-2), Moulded (0), Fixed (1), Adjustable (2). By adding the Power to Weight indicator together with the Modifier indicator creates the Overall Performance Indicator.

5.2.3 The Britcar Endurance Performance Indicator (BEPI) is used to position the car within the class structure and ensure that cars are raced against other cars of a similar speed round a lap not just based on the same engine power.

5.2.4 The Britcar Endurance Performance Indicator is a guideline to the cars classification and this is hosted on our website but the final BEPI figure will be determined by Britcar Endurance. If you wish to discuss your BEPI classification and how to maximise your car in your class please contact David Hornsey our Technical Manager ([david.hornsey@britcar-endurance.com](mailto:david.hornsey@britcar-endurance.com))

5.2.5 The Britcar Endurance Performance Indicator system will be used across all the classes ensuring that all entered cars are judged and classified exactly the same.

5.2.6 Britcar Endurance reserves the right to alter and modify the BEPI as necessary.

5.2.7 Additional Bulletins will be issued to confirm particular cars BOP.

- 5.2.8 The Britcar Endurance Performance Indicator (BEPI) Ranges are only a guide but for more details please contact David Hornsey or Technical Manager at david@britcar-endurance.com
- 5.2.9 It is the competitor's responsibility to provide the promoters, on request, with recently measured (less than 6 months old) the standard peak BHP and mid-range BHP as well as the peak and mid-range torque figures. It will be these figures given to the championship promoters will be used to calculate an engine performance indicator. This performance indicator will cover all the engine formats such as normally aspirated, turbo, diesel etc. This calculation will form the basic figure used when determining the power to weight indicator.
- 5.2.10 Each competitor will submit the information about their vehicle by closing date before their first race weekend via the championships BEPI (Britcar Endurance Performance Indicator) registration system available on line (contact [claire@britcar-endurance.com](mailto:claire@britcar-endurance.com) for login details) – once submitted and the Technical Declaration signed confirming the BHP requested in 5.2.1. The submitted Technical Declaration will be listed on the championship database and visible to all registered competitors.
- 5.2.11 Any changes to the Technical Declaration must be reported to the organisers before being allowed to qualify and race. The specification detailed on the Technical Declaration will be used by the Licenced Eligibility Scrutineer to confirm the eligibility of the vehicle against the class entered. An electronic copy of the Technical Passports will be held by the Britcar Endurance organisation and used as reference material.
- 5.2.12 Britcar Endurance reserves the right to add ballast, pit stop times and mandate intake restrictors during the season or ride height during the season.

### **5.3 SAFETY REQUIREMENTS**

- 5.3.1 As per current Motorsport UK General Regulations Section K and appendices will apply to all vehicle and personnel equipment
- 5.3.2 As per current Motorsport UK General Regulations the Minimum General construction requirements of competition vehicles and racing vehicles will be applied as listed in sections J and Q respectively.

### **5.4 Eligibility of competing car**

- 5.4.1 The championship is open to any GT car or Production saloon car provided they meet the championship requirements. LMP, CN, Radicals (except the RXC Coupe) and open wheeled cars are prohibited. All cars must have bodywork that encloses all suspension, drive shafts and exhaust system. Their entry must be submitted to the Championship organisation via the Britcar Endurance Performance Indicator (BEPI). The data provided will form the Technical Passport for your car for the Championship and will be used for Classification and Scrutineering.
- 5.4.2 In the event of any dispute, the competitor may submit the manufacturer's official homologation documentation from the road-based car, an FIA or MSA Technical Passport as reference.

## 5.5 EXAMINATION OF VEHICLES

### 5.5.1 Vehicles competing in the Championships will be classed by the following method:-

The Championship Organisers reserves the right before or after any race in the championship to designate any one or more of the competing vehicles for special eligibility scrutineering. Upon such election being made the competitor shall immediately place the vehicle under the control of the Licenced Eligibility Scrutineer and be deemed to have permitted all such scrutineering, examination and testing as the Organiser may reasonably require to be undertaken. The Organiser has the right to:-

- a) Examine the vehicle at the circuit for such period as they may reasonably require and take fuel samples and/or have the component removed by the competitor.
- b) Retain the vehicle for detailed examination at premises chosen by the Licenced Eligibility Scrutineer in conjunction with the Organisers. If the Organiser selects to retain the vehicle 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 unless the vehicle is found to be in breach of these regulations and/or
- c) Seal the vehicle and its components in such a manner as they may choose and require the competitor at their own expense to present the vehicle at any other premises chosen by the Licenced Eligibility Scrutineer for detailed examination within a specified period and/or remove the vehicle 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.
- d) The Organisers will use a variety of possible options to check the BHP & Torque declared is correct at their discretion. These will include data / power logging devices, an associated sensor which the competitor will be expected to provide an uninterrupted power supply to and a suitable mounting point by agreement with the championship eligibility scrutineer or by testing the car on a designated fixed or mobile rolling road test equipment.

5.5.2 The Competitor will nominate a mechanic/technician to conduct any stripping of the engine or any required component requested by the eligibility scrutineer as per Championship Regulation Art.5.5.1 (a).

5.5.3 The Organisers reserve the right to re-inspect vehicles at any time during the course of the season.

Competitors will be personally and solely responsible for ensuring that their vehicles comply with their registration details and with these regulations at all times for each round 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 Licenced 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.

5.5.4 In order to maximise equality of the performance, the Organisers will review the weight to power ratio coefficients after every round. Also, in order to balance performances in a fair way, the Championship Organisers reserves the right to introduce, for each of the individual entrants, any other technical restriction it may deem necessary.

## 5.6 EQUALISATION

5.6.1 The Championship organisers will endeavour to balance car performance in the classification performance of vehicles. If the car is found to be ineligible or unsuitable or its class the championship organisers have the right to reclassify accordingly. If a car moves class then points already received will NOT be allowed to be taken to the new class.

5.6.2 If a vehicle is found to be ineligible in some way then no points will be awarded but the Competitor must count the round as one of their points scoring rounds for the Championship.

5.6.3 The Championship reserves the right to use equipment to check a cars performance against their declared BEPI / Technical Passport.

## 5.7 CHASSIS

5.7.1 The original chassis is defined as the original road chassis, the originally supplied single make championship specification chassis or original FIA Homologated chassis, which ever applies to the relevant vehicle in question. (See Motorsport UK General Regulation J 5.2.1 )

## 5.8 BODYWORK & AERODYNAMICS

5.8.1 Modifications Permitted.

### 5.8.2 GENERAL

5.8.2.1 All modifications must not infringe on the general requirements for competition / racing cars as set out in Championship Regulation Art.5.3.2.

### 5.8.3 INTERNAL

5.8.3.1 Seats: The driver's seat is free. It is mandatory to use a current FIA homologated seat with head restraint. All the passenger seats may be removed.

5.8.3.2 The trimmings situated below the dashboard and which is not a part of it may be removed.

- 5.8.3.3 It is permitted to remove the soundproofing material from all the doors. The door at the driver's side must be equipped with door trim. This trim may be original or be made of a metal sheet with a minimum thickness of 0.5mm or of another non flammable material with a minimum thickness of 2mm. In the case of a two-door vehicle, the trim situated beneath the rear side windows is also subject to the above rule.
- 5.8.3.4 It is permitted to remove the interior trim from the door in order to install a side protection panel, which is made from composite materials (lateral protection integrated in the side protection bar).
- 5.8.3.5 An alternative heating system other than provided by the vehicle manufacturer, and mentioned in his catalogue as supplied on demand, may replace the original heating equipment. It is permitted to blank off the water supply of the internal heating device, in order to prevent water spillage during an accident, providing an electric demist system or similar is available.
- 5.8.3.6 Air-conditioning may be added or removed. Driver cooling suits may be used with approval of the Eligibility scrutineer.
- 5.8.3.7 The steering wheel is free subject to compliance with current Motorsport UK General Regulations J. 5.7
- 5.8.3.8 Measuring instruments such as speedometers and the horn may be removed

#### **5.8.4 EXTERIOR**

- 5.8.4.1 Aerodynamics devices may be fitted front and/or rear but may not extend forward or rearward from the original bodywork by more than 100mm beyond the 'bumper'. Aerodynamic devices fitted as original equipment by the manufacturer will be regarded as part of the original bodywork when calculating the BEPI
- 5.8.4.2 Extensions on the original bodywork on either side of the vehicle may be used in all classes. Any sections of the bodywork modified or attached must not have any exposed sharp edges.

#### **5.8.5 AERODYNAMICS**

- 5.8.5.1 No aerofoil or spoiler may extend wider than the width of the bodywork.
- 5.8.5.2 With the exception of cars entered to compete and presented in conformity with the relevant FIA Homologation for the vehicle type (including all and any FIA permitted Extensions and / or Variations of Homologation), no (rear) aerofoil may be higher than a horizontal line drawn from the top of the main roof of the cab or roll hoop in the case of open top cars as per MSA yearbook. For cars conforming to the relevant FIA Homologation they must comply with their relevant maximum height of rear aerofoil.

## 5.9 RIDE HEIGHT

5.9 All vehicles must have a minimum ride height of of 40mm throughout with the driver in the car as per Motorsport UK General Regulation Q.19.1.2. If the competitor has evidence that the car has been homologated to run at a lower ride height he may run at the lower ride height however, the ride height must be declared on the vehicle declaration form and will be used as a modifier in calculating the BEPI. The organisers / eligibility scrutineer will designate the area within Parc Ferme or the paddock where checks will be conducted with the tyre pressure set at 1.5 bar +or – 0.1 bar.

## 5.10 ENGINE

5.10.1 The engine orientation is free but must be installed in the original engine compartment.

5.10.2 Induction system. This is declared on the BEPI system.

5.10.2.1 The manufacturer of the supercharger or turbocharger is free as long as it is declared on the BEPI System.

5.10.3 Intake manifold is free

5.10.4 Exhaust manifold is free.

5.10.5 Ignition System – Free

5.10.6 Engines and vehicle management systems are free but competitors must declare systems type and permit championship officials to access hardware and software on request.

## 5.11 FUEL TANKS AND DELIVERY SYSTEMS

5.11.1 The vehicle may not have more than 120 litres of fuel carrying capacity.

5.11.2 Fuel tanks may be replaced by a safety fuel cell homologated by the FIA (specification FT3). In this case, the number of cells are free and the cell must be placed inside the luggage compartment or in the original location. The construction of collector tanks with a capacity of less than 1 litre is free.

5.11.3 The various tanks (including the original fuel tank) and the FT3 tanks may also be combined, provided that the total of their capacities does not exceed the aforementioned limits.

5.11.4 The position of the original tank may only be modified in vehicles of which the manufacturer has placed the tank inside the cockpit or close to the occupants. In this case it is permissible either to install a protective device (fluid proof bulkhead) between the tank, and the occupants of the vehicle and, if need be, to modify its supplementary accessories (refuelling orifice, petrol pump, overflow pipe etc).



- 5.11.4.1 No fuel lines to be located within the passenger compartment except as protected as per current Motorsport UK General Regulation J. 5.13 Fuel Systems. All refuelling connections must be isolated from the passenger compartment by a fire/fuel proof bulkhead. Temporary parts are not allowed. Provision must be installed to allow the fuel tank to be drained without dismantling any of the fuel tank installation, components or associated pipework.
- 5.11.5 The fuel and air feed as well as auxiliary devices such as radiators, intercoolers and similar are free up to a maximum of 1 litre capacity. The driver must be protected from such devices by a fireproof bulkhead. No radiators or intercooler can be housed outside the vehicle bodywork.
- 5.11.6 Provision must be made to be able to drain all fuel from the tank and the fuel delivery system at the request of the Scrutineers. All teams must be equipped with supplementary pipes to drain the system into churns of sufficient capacity to hold drained fuel. The point of access for draining must be as close as possible to the fuel injection rail or carburettors so that any fuel in the pipes between the fuel pumps and the engine will also be pumped out.
- 5.11.6.1 Vent into a churn only.
- 5.11.7 The car must finish the race with a minimum of 3 litres of fuel remaining in the fuel tank, which can be easily withdrawn from the operational tank supplying the engine at the request of the scrutineer for the purposes of fuel testing as provided by Motorsport UK General Regulations.

## **5.12 TRANSMISSION**

- 5.12.1 Four-wheel drive, all-wheel drive and energy recovery systems are only permitted if it is fitted as original equipment in the model concerned.

## **5.13 SUSPENSION - free.**

## **5.14 WHEELS/STEERING**

- 5.14.1 The complete road wheel (flange, rim, tyre size) are free provided that they may be housed within the bodywork; this means the upper part of the complete wheel (tyres including the rim flange), located vertically over the wheel hub centre, must be covered by the bodywork, when measured vertically and comply with current Motorsport UK General Regulations.
- 5.14.2 Wheel fixations by bolts may be changed to fixations by studs and nuts or vice-versa. The stud/bolt diameter is free. A spare wheel and the fixation points may be removed.

## **5.15 TYRES**

- 5.15.1 It is a requirement that all vehicles competing in the championships must qualify and race on Dunlop tyres.

5.15.2 The artificial heating of rims and/or tyres is **permitted** but chemical treatment is **prohibited**.

5.15.3 It is mandatory that all entries run on Dunlop branded tyres only, unless a comparable size is not available. Such instances must be declared to the organisers at the time of entry for the Organisers' written agreement prior to the event as to tyre brand and specifications including compound[s]. The Organisers' decision in this regard will be final and in their entire discretion.

## 5.16 WEIGHT

5.16.1 The minimum weight of the vehicle only will be determined by applying the power to weight calculation. The weight without the driver on board as will be measured as soon as possible after crossing the finishing line. No fluids or other materials may be added to the car between crossing the line and being weighed. The car weight will include all remaining fuel on board.

5.16.2 The Championship reserves the right to ask teams to add weight to equalize the performance.

## 5.17 ELECTRICAL

5.17.1 Lighting -

5.17.1.1 All competing vehicles may have working directional indicators front and rear (if fitted). Coloured lights solely for the purpose of identification may be fitted however the total lit area of these lights may not exceed 1200mm<sup>2</sup> on each vehicle.

5.17.1.2 Competition Numbers.- All competition numbers MUST be back lit during night racing sessions. These can be purchased from Britcar Endurance - £380.00+VAT.

5.17.2 Lighting – Headlights: - Vehicles competing in night races must be equipped with dipped beam, main beam and rear marker lights. The operating of any retractable headlights, including its energy source, may be modified. Freedom is granted with regard to the frontal glass, reflector and bulbs although glass must be protected to prevent any broken glass being dropped onto the circuit.

5.17.2.1 Vehicles may carry up to 6 forward facing lights and in a mixture of headlights and spot lights and provided that the total is an even number (to clarify this ratio - a car with twin headlights may fit 2 spotlights while a car with single head lights may fit 4 spot lights).

5.17.3 Brake lights - All vehicles must be fitted with working brake lights as per Motorsport UK General Regulation Q. 19.11.3.

5.17.4 Rear Fog Light - Vehicles must be fitted with a high intensity rain light(s). As per current Motorsport UK General Regulation K. 5 Red Warning Light.

## **5.18 BATTERIES**

- 5.18.1 The make and capacity of the batteries are free. Each battery must be securely fixed and covered to avoid any short-circuiting or leaks.
- 5.18.2 Should the battery be relocated from its original position, it must be attached to the body using a metal seat and two metal clamps with an insulating covering fixed to the floor by bolts with a minimum diameter of 10mm and a washer at least 3mm thick and with a surface of at least 200mm<sup>2</sup> beneath the metal of the bodywork. Any wet cell battery installed in the cab must be encapsulated to prevent leakage in accordance with Motorsport UK General Regulations.
- 5.18.3 Generator and Voltage Regulator - A generator must be fitted and operational. Its position and driving system are free.

## **5.19 BRAKES**

- 5.19.1 As per current Motorsport UK General Regulation J. 5.6 Brakes.
- 5.19.2 Cooling of brakes front and rear is permitted: Protection shields may be removed or modified.
- 5.19.3 Cooling ducts may be added provided the ducting does not interfere with the steering or suspension movement. Air intake points must not extend outside the bodywork.
- 5.19.4 Carbon brakes are prohibited unless fitted to the original car as standard Motorsport UK General Regulation J. 5.6.1. If a Car a is fitted with carbon brakes (as standard) it must be declared and will be included in the BEPI calculation.
- 5.19.5 ABS braking systems are prohibited unless fitted to the original car as standard Motorsport UK General Regulation Q. 19.5.1 If fitted it must be declared and be included in the BEPI calculation.

## **5.20 FUEL**

- 5.20.1 Fuel Grade - The Championship allows fuel to be used in accordance with the current Motorsport UK General Regulation B. Pump Fuel or FIA specification fuel in compliance with FIA Appendix J, Article 252, Article 9”.
- 5.20.2 Although not mandatory, Anglo American Oil Company Ltd can supply Sunoco Fuel but orders must be placed in advanced – see Art.7.1.5

## **5.21 SILENCING**

- 5.21.1 All cars will be tested to meet the as per Motorsport UK General Regulation J. 5.17. The Limit is 105dB(A) in accordance with Motorsport UK General Regulations conducted at 0.5 metre distance at 45 degrees from the outlet with the engine running at  $\frac{3}{4}$  speed.

5.21.2 Lower limits may be applied by various circuit owners

## **5.22 PNEUMATIC JACKS**

5.22.1 Pneumatic jacks may be fitted to suitable points within the chassis of the car and must retract automatically when the air is released from an external valve outside the reach of the driver while seated. No work under the car is permitted using the pneumatic only. i.e safety devices must be attached to prevent the car dropping.

## **5.23 MANDATORY ON BOARD CAMERAS**

5.23.1 It is the team's responsibility alone to have a fitted forward facing in-car camera positioned to provide a 'driver's eye' view that should include, where possible, the steering wheel, show the track ahead of the vehicle with a field vision of approx. 100 meters, the driver and the dashboard displaying the driver's race number.

5.23.2 The mounting must be of a mechanical means of attachment sufficiently robust to withstand anticipated stresses and vibration and must not present any sharp edges or projections in the vicinity of the driver's body or helmet. The mounting must be approved by the eligibility scrutineers. Motorsport UK General Regulation J. 5.21 applies.

5.23.2 The unit must be switched on and be recording at all times when the car is on track during any official free practice, qualification sessions and races. The onus is on the competitor to ensure that the unit's battery is charged, or its supply is operational, and the device remains operational during the above-mentioned sessions.

5.23.3 The memory card may be requested by the Organisers or by the Clerk of the Course or his representatives for any purpose including but not exclusively Judicial procedures under these Regulations and the recorded footage may be copied for use in broadcast or any other area deemed appropriate by the Organisers. Failure to provide the footage may lead to disciplinary measures by the Clerk of the Course and may prejudice their defence in the case of an incident."

5.23.4 Please also be aware of the intellectual property ownership rights referred to in Championship Regulation Art.6.3.

5.23.5 The use of this camera footage should not be used on Social Media to bring the series into disrepute or to engage a personal vendetta.

## **6 CHAMPIONSHIP INSIGNIA & VEHICLE DECALS**

6.1.1 Presentation of all vehicles must be of a high standard. The acceptable standard is at the sole discretion of the Championship Organiser and/or Promoter.

6.1.2 The Entrant is responsible for acquiring the correct decals and badges and ensuring the correct placement.

6.1.3 Britcar Endurance reserves the right to add or delete Championship sponsors at any time; new decals and overall badges will be supplied for no additional charge when this occurs. All championship decals are mandatory and must be placed as per layout sheets accompanying the decal packs issued by the Promoter.

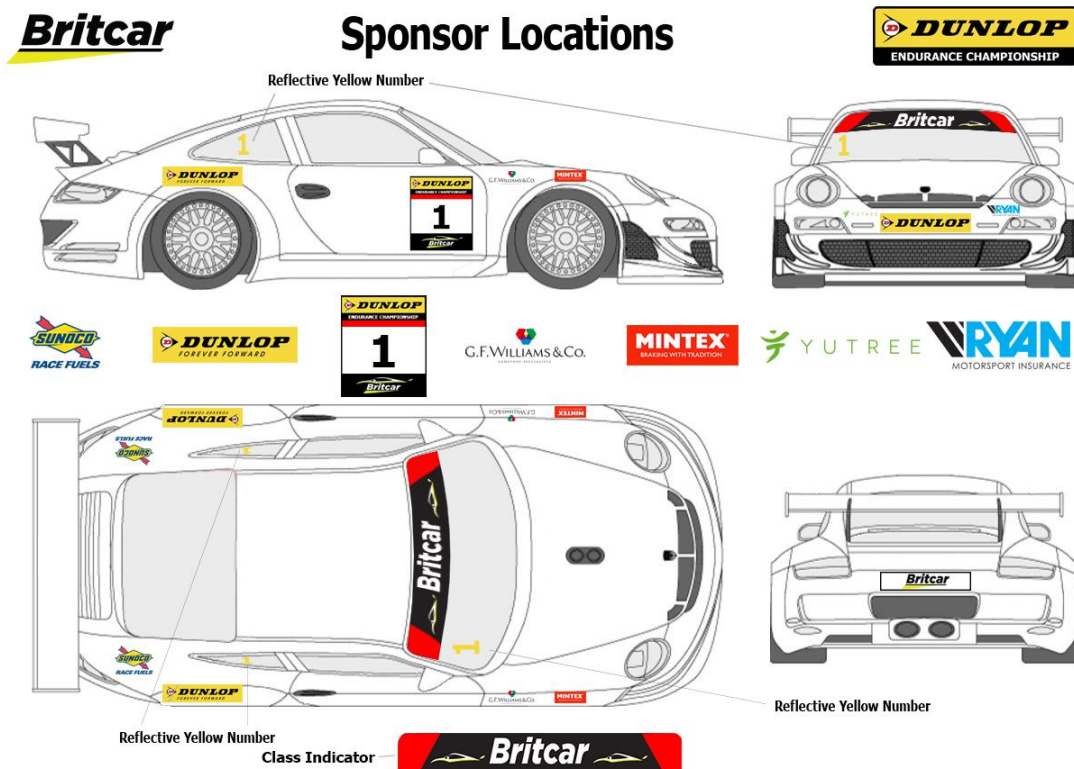
6.1.4 Competition numbers must be positioned as per current Motorsport UK General Regulation J. 4.1.2, with the exception: Vehicles must position the foremost number on the windscreen.

6.1.5 Competition number panels on the sides of the vehicle must be illuminated / back lit for night races.

6.1.6.1 The Promoters will require the areas marked below :-

- Front and rear number plates.
- Windscreen sun strip which may change at each race meeting.
- Two competition number panels for the sides of the vehicle and one on the bonnet as per Motorsport UK General Regulation J 4.1
- Windscreen corner class identifiers.
- Rear Side Windows for car numbers as per Motorsport UK General Regulation Q.11.1 – Q 11.4.2
- Below both Headlights
- Above both front and rear wheel arches.

6.1.6.2 See 2019 Britcar Location map below:-



6.1.7. One set of championship insignia decals will be supplied by the Promoter free of charge. Decals can be collected on the day of the entered round or can be posted prior to the event at a cost of £10.00 plus VAT. Additional sets can be purchased at £40.00 plus VAT per set. Individual stickers can be issued upon request but there will be a charge plus postage.

## 6.2 RACE SUIT BADGES & RACE SUPPORT VEHICLES

6.2.1 Race suit badges form part of the official championship insignia, therefore it is MANDATORY that all drivers have the badges affixed to their overalls. 2 Badges will be supplied. 1 Britcar badge (Left breast) and 1 Dunlop (Right breast). More may be required with more sponsorship.

6.2.2 Championship badges must be clearly visible when interviewed by TV, Circuit Commentators and during any public pit walk/autograph or appearance session, and, when interviewed, request their overalls zipped up to display championship logos.

6.2.3 The Championship requires all competing teams to remove or obscure any other championship decals they are running on both on cars and drivers' overalls unless permission has been given.

### Race Overall Badge Placement



6.2.4 Badges will be supplied by the Promoter prior to first round, to each driver free of charge. Additional badges will be invoiced to the Entrant at £5.00+VAT per badge.

6.2.5 It is requested that all teams have the Britcar logo and website on their main support vehicles. These will be in 2 sizes

- 1 500 mm x 220 mm
- 2 1000 mm x 460 mm

Any of the above in white or black - please advise sizes required or at a size agreeable to with the Championship Co-ordinator.

### **6.3 INTELLECTUAL, COMMERCIAL, PROMOTIONAL, MERCHANDISING AND SPONSORSHIP RIGHTS**

6.3.1 Hedley Cowell Events Ltd T/a Britcar have all ownership rights to the name Britcar, Britcar Endurance and The Britcar Endurance Performance Indicator (BEPI).

6.3.2 It is a condition precedent of entry to the Championship that the Entrant and all driver competitors grant to the Organisers a non-exclusive royalty free worldwide licence including the broadcast footprint of any visual media satellite transmission for the use and reproduction and broadcast in any Organiser chosen media of all and any images and whether original or digitally enhanced altered howsoever or cropped whether still or motion images of the Entrant car(s) and of the Drivers and all team personnel and persons howsoever connected to the Entry.

6.3.3 All logos used by competitors must be in its original format and scale. Any adjusts to colour and size must be approved by the Britcar office.

### **6.4 FINANCIAL RESPONSIBILITY: RACE ENTRY AND REFUND POLICY**

6.4.1 Race entries forms are available by contact the office on 01428 288088 or they will be on our website [www.britcar-endurance.com](http://www.britcar-endurance.com) under CHAMPIONSHIPS

6.4.2 With regard to refunds there are NO refunds on deposits paid for rounds.

6.4.3 Any team withdrawing 7 days prior to the race weekend will get a full refund less their deposit BUT if any team withdraw between 7 days and the race weekend then there are NO REFUNDS as policy

6.4.4 Payments can be taken by Debit and Credit Card. Cheques to be made to Hedley Cowell Events Ltd and sent to Po Box 140, Liphook, Hampshire, GU30 9BU

BACS payments also accepted: contact Sarah Bell for details [sarah@britcar-endurance.com](mailto:sarah@britcar-endurance.com) or 01428 288008

## 6.5 RADIO COMMUNICATION

- 6.5.1 Pits to driver radio systems are permitted provided the competitor holds the relevant transmitting licence and the frequency does not interfere with the circuits or emergency services radio transmissions.
- 6.5.2 Vehicle to pits telemetry systems are permitted provided the competitor holds the relevant transmitting licence and the frequency does not interfere with the circuits or emergency services radio transmissions.

## 6.6 TELEVISION

- 6.6.1 Britcar have appointed ProActive as their TV production company. It their responsibility in conjunction with Britcar to film all rounds of the Dunlop Endurance Championship. Should there be any reason why they cannot attend due to no fault of their own their will be no refunds to competitors but they will endeavour to extend coverage at a subsequent round.

## 6.7 PADDOCK ARRANGEMENTS

- 6.7.1 Teams are asked to follow instructions from Britcar and Circuit Officials as to where Trucks, Support Vehicles and Private Cars are to be parked up.
- 6.7.2 Teams testing the day before the event will be asked to move all private vehicles and Motorhomes (unless permission given by the Britcar Office) away from the back of the garages for all teams arriving for the next day's race meeting.
- 6.7.3 All teams will be provided with Working Vehicle and Private Car Passes (where applicable). Any vehicle not displaying one of these will be asked to move. When the transportation vehicle is in place a team's Motorhome is NOT considered to be the Working Vehicle.
- 6.7.4 If they refuse then the circuit can have it removed and the organisers can have points deducted from the team's championship entry.

## 7 CONTACTS

- 7.1 Britcar Endurance  
Claire Hedley  
P O Box 140,  
Liphook, Hampshire, GU30 9BU  
  
Telephone : 01428 288008  
Mobile 07534 369892  
Email:- claire@britcar-endurance.com  
Finance:- sarah@britcar-endurance.com



7.1.2 BARC: David Wheadon  
BARC, Thruxton Circuit,  
Andover, Hampshire, SP11 8PN  
Telephone: 01264 882209  
Email: [dwheadon@barc.net](mailto:dwheadon@barc.net)

7.1.3 Eligibility Scrutineer: John Harland  
c/o BARC, Thruxton Circuit,  
Andover, Hampshire, SP11 8PN

#### 7.1.4 RACE CIRCUITS

Brands Hatch Fawkham Longfield,  
Kent, DA3 8NG  
Tel: 01474 872331

Donington Park Circuit Castle Donington,  
Derby, DE74 2RP  
Tel: 01332 810048

Oulton Park Little Budwoth,  
Tarporley,  
Cheshire CW6 9BW  
Tel: 01829 760301

Silverstone Northants, NN12 8TN  
Tel 08704 588200

Snetterton Circuit Norwich,  
Norfolk, NR16 2LU  
Tel: 01953 887303

7.1.5 TYRE SUPPLIER Dunlop H. P. Tyres Ltd  
Units 5 & 6, Broad March Trade Park,  
Long March Ind Est,  
Daventry, NN11 4HE,  
T +44 (0)1327 301887  
E [office@hptyres.com](mailto:office@hptyres.com)

7.1.6 FUEL SUPPLY Anglo American Oil Company Ltd,  
58 Holton Road,  
Holton Heath Trading Park, Poole, BH16 6LT  
T + 44 (1) 1929 555973  
E [shaun@aaoil.co.uk](mailto:shaun@aaoil.co.uk)

## 7.2 COMMERCIAL UNDERTAKINGS:

7.2.1 The following commercial undertakings are not subject to the judicial procedures of either the Championship Stewards and/or the MSA/MSC. **but they are enforceable mandatory contractual provisions between Britcar and all competitor drivers and entrants and teams.**

7.2.2 It is a condition precedent of Entry to the championship that in the event of cancellation or suspension or schedule variation of the championship or of any event or part of an event comprising the championship then none of the Venue owner or **Organisers** shall be liable for any consequential loss or damage including but not exclusively loss of income of profit or of wasted expenditure suffered by any Entrant or competitor as a consequence of such cancellation.

7.2.3 In view of Art.7.2.2 above Britcar recommends that cancellation insurance is taken out by the Entrant/Competitor

**7.2.4 Because of the commercial importance to the Championship as well to the Organisers it is a material condition precedent of submission of entry to and participation in the Championship that without the express prior written consent of Britcar no race car or official support or other entry-connected vehicle placed in any Championship working paddock and no driver or team personnel or entrant apparel including but not exclusively race and mechanic suits including wet weather clothing shall be presented for any of the competition or any championship associated activity howsoever relating to the Championship bearing or placing any display logo or banner howsoever that in any way identifies presents promotes or represents any product or business that directly competes with any championship sponsor as notified to competitors from time to time.**

## 7.3 HEALTH AND SAFETY AND ENVIRONMENTAL

7.3.1 By signing the registration document “The Competitor” hereby agrees to work within the Health Safety and Environmental requirements of the Promoter (and its associated Companies), the **Motorsport UK** and individual venues, (Copies of which can be obtained by contacting the Promoter) and for the Competitor, their employees and helpers to operate and adhere to these as well as any legal or statutory regulations as may be in force at the time. Failure to comply requires the Competitor to ensure no liability falls upon the Promoter and in any event to provide a full and effectual indemnity against all losses, expenses and costs incurred by the Promoter by virtue of any such matters.