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TECHNICAL REGULATIONS

TROPHY CATEGORY

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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 Cars are split into their respective classes by the BEPI system or for class Ginetta G40 Cup by the technical regulations laid out in Appendix B.
- 5.2.2 The BEPI figure is achieved by entering the vehicle data into the BEPI calculator which can be found at britcar-endurance.com/bepi/.
- 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@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 It is the competitor’s responsibility to provide the promoters, on request, with recently measured (less than 6 months old) Power and Torque figures by means of a dyno graph or in the case a manufacturer built homologated cars with dyno -defeat systems installed, a manufacturer supplied power and torque graph or figure from official manufacturer documentation



- 5.2.9 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)
- 5.2.10 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 Championship 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.
- 5.2.11 Britcar Endurance reserves the right to change minimum weights, pit stop times, intake restrictors, throttle stops 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. Open wheeled cars are prohibited.
- 5.4.2 All cars must have bodywork that encloses all suspension, drive shafts and exhaust system with the exception of cars which have these elements exposed as part of the original road car.
- 5.4.3 The car entered must be based upon, or derived from a car which has at some point in its homologated life been available as a road legal car from the original manufacturer.
- 5.4.4 Alternatively, the car may be deemed to be eligible if it is in the spirit of a road-based GT or Sportscar, for example a Ginetta G56. Decisions on the eligibility of a car model is to be determined by Britcar and their decision is final. Cars that do not meet these criteria, or do not fit into the BEPI classification limits may be accepted as an Invitation entry. To discuss the opportunity for an invitation entry please contact Claire Hedley. 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.



5.4.5 In the event of any dispute, the competitor may submit the manufacturer's official homologation documentation from the road-based car, an FIA or Motorsport UK 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 Championship 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 Championship 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 Championship 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.
- e) The Championship may use dataloggers in all classes to determine power and torque measurements whilst the vehicle is competing in an official session. Competitors must provide access to the CAN bus to connect the logger. In the event of there being no CAN bus in the vehicle the competitor must provide access to the RPM output of the engine. Please



contact Technical Manager David Hornsey (david@britcar-endurance.com) for specification of can bus connector or RPM feed.

f) Competitors are required to provide a coefficient of drag (CdA) number for this car. This number will be used to calculate power based on data from race Technology data logger. If you do not know the CdA value for your car this may be obtained from the vehicle manufacturer, a coast down test or we can supply a CdA number. Once this number is entered onto your official paperwork it may only be changed following proof supplied by the competitor.

5.5.2 The Competitor will nominate a mechanic/technician to conduct any stripping of the engine or any required component requested by the Championship 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 Championship 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 for 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 General Regulation J 5.3 and K2 applies. In addition, it is mandatory to use a current FIA homologated seat with head restraint.

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 Championship 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 original 'bumper'. Aerodynamic devices fitted as original equipment by the manufacturer will be regarded as part of the original bodywork when calculating the BEPI. The mounting apparatus of such a device is deemed to be part of the aerodynamic device, for example, wing mounting struts which connect the aerofoil to the original bodywork of the car.

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 aerodynamic device or spoiler may extend wider than the width of the bodywork. The mounting apparatus of such a device is deemed to be part of the aerodynamic device in this regard, for example, wing mounting struts which connect the aerofoil to the original bodywork of the car.

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) aerodynamic device 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 Motorsport UK yearbook. For cars conforming to the relevant FIA Homologation they must comply with their relevant maximum height of rear aerofoil. The mounting apparatus of such a device are not deemed to be part of the aerodynamic device in this regard, for example, wing mounting struts which connect the aerofoil to the original bodywork of the car.

5.9 RIDE HEIGHT

5.9 All vehicles must have a minimum ride height of 40mm throughout, with the exception of Ginetta G56A which will have a minimum ride height of 60mm throughout with the driver in the car as per Motorsport UK General Regulation Q 13.1.2 organisers / Championship 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. Ride heights of individual entries, models or makes may be further set by championship bulletins.

5.10 ENGINE

5.10.1 The engine orientation and location is free.

5.10.2 Induction system is free.



5.10.2.1 The manufacturer of the supercharger or turbocharger is free.

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 Fuel tanks may be replaced by a safety fuel cell homologated by the FIA as per General Regulation K4. 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.

5.11.2 General Regulation J 5.13 applies

5.11.3 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).

5.12 TRANSMISSION

5.12.1 Energy recovery systems are only permitted if it is fitted as original equipment in the model concerned.

5.12.2 Cars may only be driven by the front axle or the rear axle. Four wheel drive and all wheel drive is not permitted.

5.13 SUSPENSION - free.

5.14 WHEELS/STEERING

5.14.1 General Regulation 5.2.6 applies

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 Direzza or Goodyear Wet tyres or Dunlop Wet tyres. In the event of an equivalent Goodyear tyre available to the Dunlop Direzza during the season this tyre will also be acceptable following confirmation from Britcar-Endurance.
- 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 Goodyear or 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.
- 5.15.4 HP Tyres are the mandatory tyre supplier for the Britcar Endurance Championship and will be present at all rounds to provide free trackside fitting and support to competitors who purchase their tyres through HP Tyres.
- 5.15.5 HP Tyres may mark up tyres sold through them to enable tracking of tyre usage and monitor traceability of supply

5.16 WEIGHT

- 5.16.1 The minimum weight of the vehicle only will be as declared on the entrants BEPI form or any subsequent bulletins. The weight without the driver on board 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.
- 5.16.3 The minimum weight for the Ginetta G56A is 1200kgs
- 5.16.4 The minimum weight of individual entries, models or makes may be further set by championship bulletins.

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 1200mm² on each vehicle.



5.17.1.2 Competition Numbers.- All competition numbers MUST be during night racing sessions.

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). A single light is defined as a single enclosed light unit which may in itself contain multiple light sources.

5.17.3 Brake lights - All vehicles must be fitted with working brake lights as per Motorsport UK General Regulation Q 13.9.3.

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 200mm² 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. 13.4.1 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 Other 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 Championship Eligibility Scrutineers. Motorsport UK General Regulation J. 5.21 applies.



- 5.23.3 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.
- 5.23.4 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."
- 5.23.5 Please also be aware of the intellectual property ownership rights referred to in Championship Regulation Art.6.3.
- 5.23.6 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.



App. B.1 INTRODUCTION:

App. B.1.1 The Ginetta G40 Cup Car in Britcar Endurance Championship Trophy Category current specification are eligible for the 2021 Ginetta G40 Cup Class in the Britcar Endurance Championship Trophy Category.

App. B.1.2 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.

App. B.1.3 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 and/or entry form”.

App. B.2 GENERAL:

App. B.2.1 The G40 Cup Class is open to Competitors participating in current specification Ginetta G40 Cup vehicles supplied solely by Ginetta Cars Ltd. No modifications are allowed unless specifically identified in these regulations.

App. B.2.2 At any time the Championship Eligibility Scrutineer on behalf of the Organisers is authorised to request to see and experience that any aspect of the car is still in place and in full working order to ensure that the car meets its original specification. For example: be in working condition if fitted as standard.

App. B.2.3 Guest Competitors may be permitted to make guest appearances at the sole discretion of Britcar Endurance and subject to such conditions as he may stipulate from time to time. Guest competitors must use a G40 Cup which conforms to the necessary Motorsport UK safety requirements and that the Technical Regulations are set out in accordance with the Motorsport UK specified format.

App. B.2.4 Any guest competitor will be entered within an “invitational class”. As a condition of registration and entry no guest driver be able to score points or be awarded prize money in the Series. Entry into the invitational class will be at the sole discretion of the Championship Co-ordinator.

App. B.3 EXAMINATION OF VEHICLES

App. B.3.1 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 Championship 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:-

- b) 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 Championship 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 Championship 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.

- e) The championship will use the Race Technology RTSS datalogger to measure the power and torque output at the wheels of the competitors car. The drag co-efficient of the car will be as per that submitted by the competitor on the BEPI form and it will be this figure which will be used to measure the power and torque output of the competitors car. Britcar-Endurance reserves the right to request a 'coast-down' test or wind tunnel test to confirm the coefficient of drag of the competing car. Full instructions on how to perform a 'coast-down' test can be provided by Britcar on request or until a suitable coast down test has been performed you can use the formula $(\text{Vehicle Width (m)} \times \text{Vehicle Height (m)} \times 0.88) / 2.2 = C_d$. The power and torque figures calculated using the logger will be those used for determining the BEPI classification and not any other means.



GOOD YEAR

App. B.3.2 The Competitor will nominate a mechanic/technician to conduct any stripping of the engine or any required component requested by the Championship Eligibility Scrutineer as per Championship Regulation Art.5.5.1 (a).

App. B.3.3 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 Championship 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.

App. B.3.4 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.

App. B.4 EQUALISATION

App. B.4.1 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 for 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.

App. B.4.2 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.

App. B.4.3 The Championship reserves the right to use equipment to check a cars performance against these technical regulations.

App. B.5 CHASSIS:

App. B.5.1 The Ginetta G40 Cup car and chassis is manufactured to OEM specification and may not be altered. All chassis repair work must be undertaken only under the control and approval of Britcar Endurance to the satisfaction of the eligibility scrutineer. Breach of this Regulation may result in revocation of Championship registrations(s).

App. B.5.2 The OEM Ginetta G40 Cup chassis must show full VIN specification.

App. B.6 BODYWORK:



App. B.6.1 The Ginetta G40 Cup body is manufactured to an OEM specification. All body parts must be sourced and supplied exclusively through Ginetta Cars Ltd. Minor fibreglass repairs may be undertaken by the competitor provided that the body profile is not altered in any way, and the material used is of the same construction as the original component. However the Organisers reserve the right to reject any such repairs whether in the interests of safety technical conformity or Championship aesthetic and to require the Entrant Team or Competitor to substitute the damaged repaired panel with a new panel sourced in accordance with this Regulation.

App. B.6.2 Additional ventilation holes may not be cut into the bodywork unless written consent has been given by the Championship Eligibility Scrutineer.

App. B.6.3 A bodywork template/profile tool may be used by the Organisers at any time including but not exclusively at scrutineering to ensure that original shape and car profile is retained. No extra panelling either under floor or around the wheel arch area is permitted. The presentation of vehicle bodywork and repairs must be deemed acceptable by Britcar Endurance and the Organisers in the interest of all cars being presented in a way representative of Britcar Endurance. It is not permitted to cover bodywork apertures and joint lines with adhesive tapes unless authorised by the Championship Eligibility Scrutineer as a short-term repair.

App. B.6.4 It is permissible to use an alternative central rear-view mirror to the one supplied by Ginetta Cars Ltd but must be authorised by the Championship Eligibility Scrutineer prior to being fitted.

App. B.6.5 Cars must be fitted with both left-hand and right-hand wing mirrors, Ginetta part number G40-B0226 and G40-B228. Mirrors must be fitted as per the bodywork template provided by Ginetta.

App. B.6.6 The driver's seat is fixed and in compliance with MOTORSPORT UK Regulation J.5.3. The seat may be substituted for an alternative FIA approved seat with permission of the Championship Eligibility Scrutineer.

App. B.6.7 A standard front screen as supplied by Ginetta Cars Ltd must be fitted

App. B.6.8 Rear boot spoiler part number G40-B0422 (and associated brackets) must be fitted directly to the boot i.e. not spaced out with washers. The location of this must be as per the official Ginetta template.

App. B.6.9 The ONLY additional bonnet retaining method allowed other than the two standard aluminium bonnet pins/aero catches will be a single Velcro strap fitted to the middle of the bonnet, attached to the scuttle panel. Bonnet pins material must remain of an aluminium construction.

App. B.6.10 In the event that a bonnet is removed during any on track session for any reason, no further participation in that session will be permitted.



GOOD YEAR

App. B.6.11 Standard indicator lens units as supplied by Ginetta Cars Ltd must be fitted on each side of the car.

App. B.7 PERMITTED ENGINE:

App. B.7.1 The following specifications are for information only and are not intended to infer modification in anyway allowed.

App. B.7.2 The Ginetta G40 race car is supplied with and must use a current standard specification Ford Zetec 1800cc 16 valve engine in its 115PS form (code MVH 418) as supplied by Ginetta Cars Ltd and as sealed in accordance with these Regulations.

App. B.7.3 The engine seals must be intact and undamaged for the engine to be eligible to take part in official testing qualifying or racing events. It is the responsibility of the Competitor to ensure the security of the seals. Seals can only be removed by the MOTORSPORT UK Scrutineer or approved agent of Britcar Endurance ~~Ginetta Cars Ltd~~.

App. B.7.4 All broken Seals shall be recorded and noted by the Championship Organiser and in the event of any seal being broken or in the absolute opinion of the Organisers having the appearance of having been tampered with then the engine shall be deemed by the Organisers ineligible in any event and shall be subject to inspection at exclusive cost to the Competitor payable as a debt. All relevant Championship Registrations shall be suspended until such time as the cost of inspection under this Regulation has been paid as cleared funds as directed by the Organisers.

App. B.7.5 All engines bear three Ginetta approved seals. These shall be located on each of the sump cam cover and inlet manifold. It is the competitor's responsibility to ensure that his or her engine bears all these seals throughout the season. The seals will be positioned in such a way as to prevent subsequent removal of the cam cover and sump and inlet manifold and thereby preventing all access to the internal components of the engine.

App. B.7.6 Removal of seals by competitors or Entrants or Teams is not permitted. Seals may only be removed or replaced by a designated Technical Representative at Ginetta Cars Ltd or by the Championship Eligibility Scrutineer acting on behalf of the Organisers.

App. B.7.7 Should any competitor suffer engine failure then the engine must be returned to Ginetta Cars Ltd for exchange or repair by Ginetta Cars Ltd at the Competitor's cost. If a replacement engine is required this must be obtained from Ginetta Cars Ltd at the Competitor's cost. All Championship Registrations shall be suspended until such time as the cost of repair or replacement as the case may be under this Regulation has been paid to Ginetta Cars Ltd as cleared funds.

App. B.7.8 Cylinder Head. No work that removes, adds, replaces or transfers material is allowed on the cylinder head or which may in any way alter the shape of a component or port is permissible. Polishing or abrasive cleaning of either inlet or exhaust ports and which may result in the removal of the original manufacturer's cast finish is strictly prohibited.



App. B.7.9 Manifolds. It is permissible to use only inlet and exhaust manifolds as supplied by Ginetta Cars Ltd and bearing identification stamps. Polishing abrasive cleaning or otherwise altering the manifolds internally is prohibited.

App. B.7.10 Camshafts. The only permitted camshafts are Ford Zetec 1800 standard cams supplied by Ginetta Cars Ltd. These are the only permitted camshafts and cannot be interchanged. The authenticity and lift characteristics of camshafts will be subject to eligibility checks. Camshaft timing must remain unaltered as standard production specification and may be subject to periodic checking.

App. B.7.11 Flywheel. The cast iron flywheel must remain as supplied by Ginetta Cars Ltd with a minimum thickness of 33.5mm and with a minimum weight of 8.4Kg (with ring gear fitted although excluding all flywheel and crankshaft mounting bolts).

App. B.7.12 The Engine Wiring Loom including the ECU must remain as supplied by Ginetta Cars with no modifications permitted. The Organisers reserve the right to lock whether physically on the EOBD port or electronically by access code the ECU. Any Entrant / Team / Competitor found to have modified in any way or to have accessed a locked ECU shall be subject of immediate revocation of all relevant related Championship Registration(s) and shall be fined as liquidated damages the sum of £5000 (five thousand pounds).

App. B.7.13 Catalytic Converters. A catalytic converter must be fitted and working at all times and remain unmodified. Tests will be carried out to ensure compliance.

App. B.7.14 The Air Filter as supplied by Ginetta Cars must be as supplied and fitted at all times.

App. B.7.15 It is permissible to remove the air conditioning pump and drive belt and replace with a shorter drive belt Ginetta Part number

App. B.8 TRANSMISSION / FINAL DRIVE:

App. B.8.1 The Ginetta G40 Cup car must retain the Ginetta' 5 speed manual gearbox as supplied exclusively through Ginetta Cars Ltd.

App. B.8.2 The clutch as supplied by Ginetta Cars Ltd must be retained in its original form.

App. B.8.3 The only eligible clutch drive plate to be used in the Ginetta' G40 car is one of the following: • G40G0061 (Un-sprung Version) or G40-G0097 (Sprung Version)

App. B.8.4 An ATB limited slip differential as supplied by Ginetta Cars Ltd (Ginetta' part number GCJ0001) with a final drive ratio of 3.9:1 must be used. All differentials bear two Ginetta' approved seals. It is the competitors responsibility to ensure that his or her differential bear the seals throughout the season. The sealed gearbox and ATB limited slip diff may only be rebuilt by Ginetta Cars Ltd.



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App. B.8.5 The standard sump as supplied by Ginetta Cars Ltd (Ginetta part number G40E0004) must be retained in its original form.

App. B.9 INDUCTION SYSTEM:

App. B.9.1 The standard induction system as supplied by Ginetta Cars Ltd conforming to current specification throttle bodies must be retained.

App. B.9.2 The throttle bodies must remain as supplied by Ginetta Cars. No modification to this system or inclusion of additional structures is permissible. The throttle body housing shall not be modified internally in any way. No profiling or re-profiling is permitted.

App. B.9.3 The external throttle linkage including the throttle return spring may not be reworked. The dimensions of the inlet trumpets are controlled at 45mm (diameter) and 30mm (length) with air filter as supplied as standard by Ginetta Cars Ltd. No modification is permissible to this system whatsoever.

App. B.10 ELECTRICS:

App. B.10.1 The battery fitted must remain in the location as supplied by Ginetta Cars and be secured with the corresponding battery strap. (Ginetta part no G50-L0061)

App. B.10.2 The only eligible spark plugs for use in the engine will be NGK Copper Core Spark Plug Ginetta Part No -GIN-V6-H-0014, or the Motorcraft Platinum AYFS 22P1/PG1.

App. B.10.3 It is prohibited to use any other method or component to trigger distribute or time the ignition or injection.

App. B.10.4 The fitting of additional instrumentation is not permitted unless under regulation 5.8.8

App. B.10.5 Any datalogging system is eligible for personal use by competitors however space and connections must be made available for the Britcar Endurance eligibility logger. Access must be made available to the CAN bus and/or RPM output and 12v power.

App. B.10.6 No additional connections may be made to the ECU whatsoever. As a routine part of eligibility control procedures or at any time during the term of the Championship the Organisers may call upon the Entrant / Team / Competitor by the Championship Eligibility Scrutineer to make available all acquired data from the above detailed equipment at any point for the purpose of collecting engine performance data during either race or qualifying sessions and during official test sessions. For this purpose the ECU download point must remain in its standard location.

App. B.10.7 The Organisers reserve the right to download and access all data at any time during the Championship term and at any location. All Entrants / Teams / Competitors must make the car available for examination including but not exclusively the ECU forthwith on request of the Organisers.



App. B.10.8 Electronic Control Unit (ECU). The standard Specialist Components ECU as supplied by Ginetta Cars Ltd must not be modified in any way and must be used in conjunction with the loom supplied. The ECU may be exchanged or electronically interrogated at any time on the request of the Organisers and/or Championship Eligibility Scrutineer. The ECU diagnostic connector must be positioned in an accessible position allowing the Championship Eligibility Scrutineer free access to it at all times. (Ginetta part no (G40-L0017)

App. B.10.9 Any competitor may be required to run additional sensors at any time. It is at the sole discretion of the Championship Organiser and Championship Eligibility Scrutineer as to which cars must run any additional sensors.

App. B.10.10 The 12-volt standard alternator as supplied by Ginetta Cars Ltd must be fitted. The minimum output of the alternator must remain as standard at all times. (Ginetta part no G40-E0239) and must use the kit of parts as supplied by Ginetta Cars.

App. B.10.11 The starter motor must remain standard as supplied by Ginetta Cars Ltd. (Ginetta Part no G40-L0064)

App. B.10.12 Cars must be fitted with rear lights including LED brake lights High level brake light fog lights and indicators including side repeaters. Side repeaters do not have to be operational.

App. B.10.13 Cars must be fitted with standard Ginetta front lights with clear lenses. It is not permitted to cover the light lenses with stickers or tape unless authorised by the Eligibility Scrutineer.

App. B.11 COOLING SYSTEM:

App. B.11.1 The standard layout of the cooling system must be in the location as set out by Ginetta. The radiator must be of the type as supplied by Ginetta (Ginetta part number G40 -P0017) and must remain in its location in front of the front most chassis member.

App. B.11.2 The thermostat and housing may not be replaced.

App. B.11.3 Unless advised and approved by Ginetta Cars Ltd it is not permitted to channel air from the nose of the bonnet through the radiator by means of extra cowling.

App. B.11.4 The size of the bonnet apertures must remain unmodified and may not be covered or taped over in any way.

App. B.11.5 No other modifications than those referred to above are permissible.

App. B.11.6 It is permissible to remove the air conditioning radiator, and associated pipework. The heater box must remain in place behind the dashboard.



App. B.12 BRAKES:

App. B.12.1 The standard braking system as supplied by Ginetta Cars Ltd must be retained thus: Front and rear discs: 280mm o/dia Part Number:G4010002With:Front Callipers: Alloy 4 pot callipers Part Number: G4010035 (left-hand) and –G4010036 (right-hand)Rear Callipers: Alloy 2 pot callipers Part Number: G4010005 (left-hand) and –G4010006 (right-hand)

App. B.12.2 Discs and Callipers must remain as supplied by Ginetta Cars Ltd. There are NO permitted modifications.

App. B.12.3 Brake discs must retain a minimum thickness of at least 23mm on any part of the disk surface that interfaces the brake pad at all times.

App. B.12.4 Brake master cylinders as supplied by Ginetta Cars Ltd with 0.7 inch bore size front and rear must be retained as standard.

App. B.12.5 The use of the following Brake Pads and friction material is mandatory:Front: TBC Performance Friction 7705.11.14.54. Part No G40-10071Rear: Performance Friction 7705.11.14.54. Part No G40-10072

App. B.12.6 Brake pads must be supplied by Ginetta Cars Ltd. In the event of an eligibility dispute reference will be made to the brake pad manufacturer who will decide if the disputed component is authentic.

App. B.12.7 Brake lines must remain as standard and in the manufacturer's layout.

App. B.12.8 Brake bias may only be altered using the standard balance bar supplied by Ginetta Cars Ltd. (Ginetta part no RD6313).

App. B.12.9 It is not permitted to direct air from ducting to the braking system unless advised by Britcar Endurance as an approved system.

App. B.13 SUSPENSION:

App. B.13.1 The standard suspension components and configuration as supplied by Ginetta Cars Ltd must remain unaltered except as specified below.

App. B.13.2 Front and Rear anti-roll bars must remain standard as supplied by Ginetta Cars Ltd and remain in the standard locations and standard material. Anti-roll bar stiffness adjustment is fixed when running on dry weather tyres. When running on dry weather tyres (Direzza) the bars must be positioned with the front on Full Hard and the rear on Medium. When running on wet weather tyres anti-roll bar stiffness adjustment is free. When running on wet weather tyres, the operating linkage may be disconnected but not removed.Front anti roll bar (Ginetta part number) G40C0019)Rear anti roll bar (Ginetta part number) G40D0005)



App. B.13.3 No part of the chassis or bodywork may be closer than 85mm to the ground with the exception of the exhaust tubing.

App. B.13.5 These measurements shall be applied with the driver on board and with tyres normally inflated. If the ride height is measured at the end of an on-track session the tyre pressures may NOT be altered prior to the ride height being checked.

App. B.13.6 The front and rear wheel camber angle may be adjusted by means of standard size shims. The only permitted shims are those supplied by Ginetta Cars Ltd:

App. B.13.7 As standard the shims are supplied in the following thicknesses • 2.00mm
• 3.00mm • 5.00mm

App. B.13.8 The front and rear wheel camber may be adjusted to a minimum by use of a single 2.00 mm thick shim per upright.

App. B.13.9 The front and rear wheel toe in/out may be adjusted within standard limits and with no modification.

App. B.13.10 Springs. The only permitted springs are the standard ones as outlined below and supplied by Ginetta Cars Ltd. Springs are required to have legible manufacturers identification marks to be considered to be compliant with the technical regulations.

App. B.13.11 Front Springs: 800 lbs (Ginetta part number G40C0031)

App. B.13.12 Rear Springs: 425 lbs (Ginetta part number G40D0012)

App. B.13.13 If the distinguishing marks become illegible the component may be re-authenticated providing an audit trail and compliance with the component specification can be demonstrated.

App. B.13.14 The use of additional 'helper' springs is permissible. Helper springs are not mandatory. Only helper springs supplied by Ginetta Cars Ltd are permitted for use within the Series.

App. B.13.15 Shock absorbers as specified and supplied by Ginetta Cars Ltd must remain to the original manufacturers specification and located as supplied by Ginetta Cars Ltd.)

App. B.13.16 The following shock absorber types may be used:

App. B.13.17 Quantum part numbers G40-C0083 (Front) & G40-D0039 (Rear) All dampers are fitted with a hologram sticker on the top of the damper body which must remain intact at all times.

App. B.13.18 Protech part number G40-C0051



App. B.13.19 It is not permissible to run a mixture of shock absorber types.

App. B.13.20 The standard track and wheelbase dimensions must be retained.

App. B.13.21 The standard wishbone bush must not be modified in anyway, and must not have a shore durometer type D rating of more than 45.

App. B.14 WHEELS:

App. B.14.1 The standard wheels of size 15" x 7" Or wheel 17" x 7" as supplied and officially stamped by Ginetta Cars Ltd may not be modified or substituted for others. (Ginetta Part no G40-J0002, G40-J0003)

App. B.14.2 The use of wheel spacers or other wheel spacing mechanism is not permissible.

App. B.14.3 The painting of wheels is permitted however this must be done in good taste and the Organisers reserve the right to refuse the use of any wheels as they see fit.

App. B.14.4 Wheels which have been painted must not weigh less than a standard wheel. Any painted wheels found to weigh less than a standard wheel will be subject to a technical non-compliance.

App. B.15 TYRES:

App. B.15.1 The intention of these regulations is:(i)To contain costs by limiting the number of tyres which can be purchased on behalf of any one driver during the series.(ii)To limit the number of tyres used per car/driver per complete event.(iii) To prohibit the use of any method of raising the temperature of tyres by adding heat artificially.(iv) To prohibit the application of any material to alter the standard performance of the tyres.(iv) Any attempt whatsoever to circumvent these intentions or any fraudulent attempt to deface re-mark counterfeit or otherwise circumvent the unique tyre numbering system will automatically be the subject of a report to the Clerk of the Course and / or Championship Stewards for the application of penalties under these Regulations including revocation of all relevant Registrations.

App. B.15.2 The only permitted tyres for use in this Championship are as follows: Dunlop Direzza DZ03 195/55 - R15 or Dunlop Direzza DZ03 215/45 - R17 (DRY). Or Goodyear Race Wet Size Goodyear 185 580 R15 CR9000 01W4 or Goodyear 205 620 R17 CR9000 01W4

App. B.15.3 Competitors may purchase a maximum of 6 tyres during their first race weekend in the Britcar Trophy Championship. Subsequent weekends the competitor may only purchase ~~and or use~~ a maximum of 4 tyres per weekend. There is no limit on the number of used tyres a competitor uses during a race weekend or the number of wet tyres a competitor purchases or uses during a race weekend. HP Tyres reserves the right to mark and monitor tyre usage.



App. B.15.4 Bar-coding and/or permanent paint and/or serial numbers may be used to control tyre use. The markings must be visible to the naked eye on the outward facing sidewall of the tyre(s) which term means the tyre face that presents itself to and is visible from the outside of the car.

App. B.15.5 If required, it is the Competitor's responsibility to ensure that all tyres are marked by the Championship Eligibility Scrutineer before use.

App. B.15.6 All tyres must be supplied by HP Tyres.

App. B.15.7 Tyre location on the G40 Cup Car must remain standard throughout any qualifying session i.e. it is not permissible to move tyre location across an axle or front to back mid-session.

App. B.15.8 A car may only use 4 dry tyres and 4 wet tyres during a qualifying session unless a tyre is damaged. If a tyre is damaged during a qualifying track session it may only be replaced with permission from the Championship Eligibility Scrutineer and who may in his absolute discretion for the purposes of this Regulation consult with the tyre manufacturer or manufacturer's agent.

App. B.15.9 The type of tyre (wet or dry) may be altered during a session. However, the location of any tyre on the car may not be altered during the course of the qualifying session. i.e. If dry tyre number 1 is located on the front right at the start of the qualifying session and the car ends the session on dry tyres then dry tyre number 1 must be located on the front right.

App. B.15.10 The use of tyre heating equipment / heat retention devices tyre treatments or compounds is prohibited. Any artificial cooling of tyres is prohibited.

App. B.15.11 Wet weather (treaded) tyres will not be serial numbered and will not be subject to this number limiting regulation.

App. B.15.12 It shall be the sole responsibility of the Drivers/Entrants to judge whether the track is wet enough to justify the use of wet weather (treaded) tyres.

App. B.15.13 The Clerk of the Course will not judge whether the track is wet enough to justify the use of wet weather (treaded) tyres.

App. B.15.14 Wet tyres may not be used in conjunction with dry tyres.

App. B.15.15 It is permissible to remove material from the wet tyre only this can be done down to a tread depth of 2.5mm.

App. B.15.16 Ginetta reserve the right to amend the tyre allocation during the course of the season, which will be communicated to competitors by way of a Championship bulletin.

App. B.15.17 During practice qualifying and race(s) only tyres nominated under App. B.15.4 and wet weather (treaded) tyres may be kept in the pits.



App. B.15.18 It is only permitted to inflate tyres with air of atmospheric composition no other medium may be used. The Championship Eligibility Scrutineer may request for the inflated tyres to be tested at any time to ensure that no medium other than air is being used.

App. B.15.19 In those exceptional cases where in the judgement of the Championship Eligibility Scrutineer damage to tyres through no fault of the driver/entrant makes further participation in the event impossible supplementary tyres may be nominated and used. Supplementary tyres are to be selected by the Championship Eligibility Scrutineer and be 'used' tyres. The selection is to be entirely at the discretion of the Championship Eligibility Scrutineer. A 'used' tyre is defined as a tyre that is visibly worn and been subjected to at least one heat cycle.

App. B.15.20 It is not permitted to use any means to artificially raise the temperature of tyres above ambient at any time prior to or during any event other than by the natural addition of heat resulting from permitted driving on the circuit.

App. B.15.21 Tyre warmers or any other device intended to modify or maintain tyre temperature is forbidden. Tyre warmers found at the circuit will be judged to be available for use and appropriate action will be taken.

App. B.15.22 Tyres must only be used in the standard condition as supplied by the manufacturer. The application of any material (liquid solid or gas) to any part(s) of the tyre is therefore forbidden. The only exceptions are the use of a mixture of pure domestic water and household detergent or the lubricant applied to the tyre bead for fitting purposes. The Championship Organisers reserve the right to take samples of tyre material at any time for laboratory analysis.

App. B.15.23 It is not permitted to remove debris / rubber pick-up from the tyre surface by the use of a tool and / or heat gun.

App. B.15.24 Any tyre protection covers used at any time within the confines of the circuit must be of a temporary construction and must be capable of being used many times.

App. B.15.25 Pressure regulation valves are forbidden.

App. B.16 WEIGHT:

App. B.16.1 The minimum vehicle weight including driver is 980Kg. The minimum weight include the driver suitably dressed for competition with safety helmet and all safety equipment. It is emphasised that the minimum weight must be respected at all times during both Qualifying and Competition. The Eligibility Scrutineer may request either or both drivers registered to drive in a respective car for weighing at any time. Permission is given for second drivers to enter Parc Ferme for weighing when requested by the eligibility Scrutineer or his assistants.



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App. B.16.2 In order to meet the criteria of App. B.16.1 only it is permitted to add ballast to the car in accordance with MOTORSPORT UK General Regulation J5.15. Such ballast must be formed of solid unitary blocks. They must only be fixed using a ballast plate supplied by Ginetta cars (Part number G40R0032A) which is bolted to the floor of the passenger seat well in the designated area of the car. The ballast plate fixings must be able to withstand acceleration / deceleration forces of 25G.

App. B.16.3 Provision must be made for Scrutineers to affix seals to any ballast fitted.

App. B.16.4 Following competition the competitor must remain available with the car under Parc Fermé conditions until released by Championship Eligibility Scrutineer or his appointed assistants in order to ensure weighing is completed with the minimum of delay. Competitors who are required for post-race prize giving and / or media interviews and who are directed from Parc Fermé by an official of the meeting or a Ginetta official are permitted to leave Parc Fermé although must return to their car after such events have taken place to ensure scrutineering is completed.

App. B.16.5 If a car loses a part during qualifying or a race the weight of that part may be taken into account during eligibility checks. Following consultation with the Organisers the Licenced Eligibility Scrutineer will determine whether any lost part should be taken into account.

App. B.16.6 It is permissible to remove the interior carpets and passenger seat if required to meet the minimum weight limit.

App. B.17 FUEL, FUEL INJECTION AND FUEL TANK:

App. B.17.1 A standard fuel tank as supplied by Ginetta Cars Ltd must be retained in its original position. The fuel delivery system must remain as original specification and as required by these Regulations including any amendment of them.

App. B.17.2 The standard 45 litre fuel tank and fuel delivery system may only be substituted by alternative components that are approved and supplied by Ginetta Cars Ltd. If alternative components are to be used these must be declared as written permission by Ginetta when the car is presented for scrutineering. For clarification this includes the dry break re-fuelling kit which must remain as supplied by Ginetta Cars Ltd.

App. B.17.3 The use of a controlled unleaded fuel -complying with the definition laid down in the Nomenclature section B of the Motorsport UK General Regulations. (Technical Definitions) is mandatory. Details of the fuel and the supplier will be issued prior to the start of the season by way of a Championship bulletin. Compliance with this regulation will be verified by fuel testing throughout the season.

App. B.17.4 At the end of any official practice / qualifying / races at least 3 litres of fuel from the tank of the competing car must be available to the Championship Eligibility Scrutineer for analysis if required. Compliance with minimum weight for the car will be taken before fuel is removed as part of any eligibility check.



App. B.17.5 Fuel pressure must be regulated by the standard fuel pressure regulator as supplied by Ginetta Cars Ltd situated in the fuel tank. The fuel pressure must be regulated by the fuel pressure regulator to 3.8 bar +/-0.2 bar.

App. B.18 SILENCING:

App. B.18.1 The exhaust system as supplied by Ginetta Cars Ltd must remain as standard and may not be altered. All cars must comply with Motorsport UK Regulation J5.1 App. B. concerning noise levels and it is the competitor's responsibility to ensure that the car complies with currently enforced levels.

App. B.18.2 Catalytic Converters. These must be fitted at all times and remain unmodified. Tests will be carried out on these during the Season.

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