



2023

PUBLISHED COPY



**REGULATIONS
TROPHY CATEGORY &
PROTOTYPE CATEGORY**



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1 SPORTING REGULATIONS – GENERAL

1.1 TITLE & JURISDICTION

The Britcar Trophy Championship (the Championship) is organised and managed by Britcar Endurance Limited as the Permit Holder, promoter and are the Commercial Rights Holder 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: CH2023/117 (C)
 Race Status: Interclub
 MSA Championship Grade: Grade: C

1.2 OFFICIALS :-

- 1.2.1 Championship Co-ordinator: Claire Hedley
- 1.2.2 Championship Eligibility Scrutineer: John Harland
Martin Robertson (Deputy)
- 1.2.3 Championship Clerk of the Course Andrew Butler
- 1.2.4 Championship Technical Co-Ordinator David Hornsey
- 1.2.5 Stewards: Ian Watson
Richard Norbury
Ray Sumner
Adrienne Watson

1.2.5.1 Any three of the Championship Stewards may sit to make a decision. In accordance with the following provisions of the 2022 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 Organiser 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 Organiser 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.

1.2.5.2 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.

1.3 COMPETITOR ELIGIBILITY :-

1.3.1 Competitors must comply with the following :

- (a) be fully paid up valid membership card holding members of Britcar and
- (b) be registered for the Britcar Trophy Championship and
- (c) be in possession of a valid 2023 Motorsport UK Entrants Licence. (H26.1.1) and
- (d) if the entry is not made by an 2023 Entrant licence holder the first named driver will be considered the entrant.

1.3.2 Drivers and Entrant Drivers must comply with the following:-

- (a) be fully paid up valid members of Britcar
- (b) be registered for the Britcar Trophy Championship – Trophy Category or Prototype Category 2022
- (c) be in possession of a valid **2023** Motorsport UK Competition Licence (Racing).
- (d) or be in possession of the highest grade of national Race licence or valid FIA International Licence, together with their ASN's written consent ((H)26.2. and FIA ISC Article 2.3.7.b applies)
- (e) if participation in the Championship requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.

1.3.3 Please note that although the minimum licence status may be approved at Race Club Motorsport UK added a new requirement Q11.6.2 as below from 1st January 2017.

Q.11.6.2. 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, as a minimum.

- 1.3.4 TROPHY - Each Trophy competitor (including all INVITATION and Guest Competitors 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 or awards until this has been submitted and approved by the Technical Manager ~~signed by a team member~~. At the entire discretion of the Organisers an entry made where no BEPI has been submitted may be suspended or rejected.
- 1.3.4.1 PROTOTYPE CATEGORY – Each competitor must ensure their vehicle complies with the relevant homologation document, Vehicle Identification Booklet or BEPI for their vehicle.
- 1.3.5 Entry into the Championship requires 2 or more drivers for races over 2 4 hour duration, for 2 hour or less entry may be a single driver.
- 1.3.6 In the Trophy Category no Professional driver may drive on his or her own and no vehicle can be “fully” driven by professional drivers. No more than one Professional driver can drive in any single vehicle in each race or qualifying session.
- 1.3.6.1 In the Prototype Category any combination of PRO or AM may compete. Lone PRO and PRO/PRO pairings will experience additional penalties as described in 2.9.3.3
- 1.3.7 A driver will be rated by the Championship Organisers on their experience when they register for the championship. As a guide the following will be used as a general reference for determining classification however the final decision will be subject to the organisers.
- 1.3.8. Drivers must nominate themselves as either a Professional (PRO) or Amateur (AM) on their entry paperwork. Driver histories must be submitted to the Championship Organiser on request and their decision is final as to the grade of the driver. The Championship Organiser reserves the right to change a drivers grading at any time based on driver performance or results inside or outside of the British Endurance Championship. The Championship Organisers decision on the grading of a driver is final.

PROFESSIONAL (PRO) A “Professional” driver is one who earns money as a racing driver, a driver coach, who has been successful at a British or European Championship or has competed for a full season at an International Level and has achieved notable success.

AMATEUR (AM) An “Amateur” driver is a person who is driving purely for sport not commercial gain. A driver driving purely for sport and not commercial gain will be regarded as a PRO if their performance and or pace warrants it.

- 1.3.9 The appointed Championship Organising Committee will resolve any decisions regarding a driver's grade / rating subject to which the Championship Organisers decision will be final.
- 1.3.10 Drivers aged 60 or over at the start of the 2023 season may be exempt from the criteria set out in Art.1.3.7 above at the Championship Organisers sole discretion.
- 1.4 CHAMPIONSHIP REGISTRATION :-**
- 1.4.1 Trophy Competitors / Entrants must register for the Championship by completing the online Registration Form and returning the Registration Fee to the Britcar Championship Co-ordinator (claire@britcar-endurance.com) prior to the Final Closing date for the first round being entered.
- 1.4.2 The Registration Fee for the Championship is £300 + VAT per vehicle including 2 drivers. Any additional drivers will be £ 150 plus VAT. Praga Class in Prototypes is £ 450 plus VAT
- 1.4.2.3 The Championship payment details are available in Championship Regulation Art. 6.4.
- 1.4.2.4 The Championship Registration Payments are Non-Refundable.
- 1.4.3 Deposits will be required for the Championship against all rounds in which entrants wish to reserve a place on the grid. This will be on a first come first served basis. A deposit of ~~£150~~ £200 +VAT per round is required for all Categories. All payment details are available in Championship Regulation Art. 6.4. Prototype category cars do not get garages.
- 1.4.3.1 All Championship deposits are Non-Refundable.
- 1.4.4 Championship Registrations & deposits will be accepted from 1st December 2022 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 paid 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 2 to 999, issued by the Championship Organiser on a first come first serve basis. All championship decals will be supplied prior to the teams first race weekend. It is the Competitors responsibility to ensure the appropriate race numbers and correct decals are placed (where required by the Championship Organisers) prior to any Britcar track sessions. Numbers over 99 will be allowed with permission from the Championship Organisers via the Championship Coordinator.
- 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.



- 1.4.7 Championship decals for the Championship car's layout plans are provided at Championship Regulation Art. 6.1.6.1
- 1.4.8 All teams registered will receive one full set of decals for their vehicle and 6 team pit crew Identification bands (as described in 2.8.12). Any replacements required will be available by contacting the Britcar Endurance Championship 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.
- 1.4.9 Britcar Club Membership – Registration includes 2 driver memberships. Any additional drivers and invitation drivers must pay an annual Britcar Membership fee of £150.00 + VAT for the season (All payment details are available in Art. 6.4). Each driver will also receive the 'Championship Logo' & 'Goodyear' Cloth Overall badge which must be sown on their race overalls in accordance with Championship Regulation Art.6.2.
- 1.4.10 Membership fees must be paid before a driver participates in their first event. Failure to pay may render the driver liable to a fine and in the event of it being a Championship entry also makes the entrant ineligible to score points towards their championship.
- 1.4.11 Outstanding Championship balance monies must be received as clear funds in the Britcar Endurance Limited nominated bank account and cleared by 5pm; no later than 14 calendar days prior to the start of the respective race weekend. Any outstanding balances paid within 14 days of the first date of the Permit of the race meeting will be subject to a £500 additional charge payable as cleared funds no later than 1400hrs on the banking day immediately preceding the first day of the Event. Any Competitor who has entered for an Event and not paid their balance within the specified timescale will not be allowed to participate in the Event and will be deducted 10 championship points regardless of whether this results in a minus score or not. Balance monies are non-refundable and non-transferable.
- 1.4.12 All payments made to the Championship Organisers and or Britcar must only be remitted from a fully traceable European clearing bank.
- 1.4.13 All entrants in the Praga Cup class are required to use a Race Technology RTSS datalogger registered with the Championship Organisers. The championship will use Race Technology RTSS data loggers in all classes to determine power and torque measurements and to confirm engine maps whilst the vehicle is competing in any official session. The logger must be fitted and operative in the car used in the session and accurate weight figures must have been provided to the Championship organizers. 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. Loggers can be rented from the Championship Organisers at a cost of £ TBC+VAT for the 2023 season. If you already have a Race Technology RTSS datalogger system in your car please contact David Hornsey at the address below to determine compatibility with the current scrutineering system. Contact david@britcar-endurance.com to order your datalogger.



1.5 CHAMPIONSHIP EVENTS

1.5.1 The 2023 Britcar Trophy Championship – Trophy Category

DATE	CIRCUIT	RACE LENGTH	CLUB
26 th March	Silverstone GP	2 x 50 min	BARC
23 rd April	Brands Hatch Indy	2 hour	BARC
29 th May	Oulton Park	2 x 50 min	BARC
25 th June	Silverstone GP	2 hour	BARC
17 th September	Snetterton 300	2 x 50 min	BARC
15 th October	Donington GP	2 x 50 min	BARC

1.5.2 The 2023 Britcar Trophy Championship – Prototype Category

DATE	CIRCUIT	RACE LENGTH	CLUB
25 th - 26 th March	Silverstone GP	2 x 25 min + 1 x 50 min	BARC
22 nd - 23 rd April	Brands Hatch Indy	2 x 25 min + 1 x 50 min	BARC
27 th - 29 th May	Oulton Park	2 x 25 min + 1 x 50 min	BARC
16 th - 17 th September	Snetterton 300	2 x 25 min + 1 x 50 min	BARC
14 th - 15 th October	Donington GP	2 x 25 min + 1 x 50 min	BARC

1.5.3 The Britcar Trophy Championship will be contested over the following races:-

Trophy Category:- 6 Rounds with 10 races - 9 scoring races (including fastest Lap point, if app) counting towards the Britcar Trophy Championship

Prototype Category:- 5 Rounds with 15 races – 14 scoring races (including fastest Lap point, if app) counting towards each class championship

1.5.4 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.11.2.

1.5.5 Testing is available at each circuit the day before each event (except Donington) and Trophy teams can book testing via The Championship Co-ordinator (Claire Hedley) on 01428 288008. **Failure to pay testing fees on time will result in the booking being void and the team unable to sign on to the test day.**

1.5.6 There are no testing restrictions.

1.6 CLASSES

- 1.6.1 The Trophy Category cars will be classified via our BEPI system.
- 1.6.1.2 The Prototype Category cars will be classified by their cars complying with their respective homologation documents, BEPI score or specific Technical Regulations
- 1.6.2 The BEPI (The Britcar Endurance Performance Indicator) can be accessed at britcar-endurance.com/bepi/. Any technical queries about vehicles entered should be directed to the Technical Manager David Hornsey at david@britcar-endurance.com.
- 1.6.3 The BEPI system and the class classification is explained in the Technical Regulations for the Trophy Category.
- 1.6.4 Entrants may request to view any competitors completed BEPI form. Forms may not be copied in any way. To request viewing of the form please contact the Technical Manager David Hornsey
- 1.6.4 Class T1 Cars with a BEPI score of 92 - 123
- Class T2 Cars with a BEPI score of 57 – 91.99
- Class T3 Cars with a BEPI score 56.99 or less
- Ginetta Cup Ginetta G40 Cup cars running to Technical Regulations in appendix B
- Clio Cup Clio Cup cars running to Technical Regulations in appendix TBC
- 1.6.5 PROTOTYPE CATEGORY -
 - Class P1 Prototypes with a BEPI score upto 80
 - Class P2 Prototypes with a BEPI score between 80.01 and 117
 - Class P3 Cars built and running to LMP3 specification
 - Class Praga Praga Cup for the Praga R1
- 1.6.6 Classes will be identified by the use of different colour Championship Number Decals and a Class colour on the sun strip. In the event of an open top car the class colour will be displayed on the forward most horizontal surface on the ROPS

TROPHY	
Class 1	Red
Class 2	Green
Class 3	Yellow
Class Ginetta G40 Cup	White
Class Clios	Blue



PROTOTYPE	
Class P1	Red
Class P2	Green
Class P3	Yellow
Class Praga Cup	Black

1.6.7 Cars entered into any race as a “one off” event whilst not registering or competing for the championship, will be included in the class structure defined in 1.6.2, they are not eligible to score championship points but will get trophies relative to their race finishing position in their class. These entries will be defined as a “Guest Competitor”. “Guest Competitors” will be invisible with regards to awarding of championship points to registered competitors. For example, if a “Guest Competitor” finishes in 2nd position and a registered championship competitor finishes in 3rd position, the “Guest Competitor” becomes invisible with regards to points so the registered competitor finishing in 3rd place receives points for 2nd place but the “Guest Competitor” receives the trophy for 2nd place. Cars entered as a “Guest Competitor” may be required to carry a Race Technology RTSS datalogger. As such provision must be made as per regulation 5.5.1.e for mounting the logger. Nonconformity with the request to mount a logger will render the entrant ineligible to receive trophies.

1.7 SCORING

1.7.1 All entries must have registered for the Championship, submitted a Technical Declaration on the online BEPI (before the first round) (or comply with the Prototype Category Technical Regulations) and they must have paid a full season registration to gain championship points.

1.7.2 The definition of an entry with regards to championship point allocation is a registered championship entry who’s race entry has been accepted by the organisers and has signed on to the race meeting.

1.7.3 Points will be awarded in accordance with these Championship Regulations following the conclusion of all Judicial matters as per the Motorsport UK General Regulations.

1.7.4 Should an event be cancelled prior to its commencement, no points will be awarded. However, if practice and qualifying sessions have been held but a race or races at that event cannot be run or are run wholly under Safety Car or virtual Safety Car conditions then half points will be awarded, based upon the grid positions for the race(s).

1.7.5 Championship Points for the 2022 Trophy season are accrued based on the following finishing positions in class are as detailed in 1.7.5.2. To qualify to score points entrants must have completed 75% of the number of laps of the class winner (or 75% of the time duration of the race in the event of only one car being entered in the class).

1.7.5.1 Entrants not complying with regulation 1.7.5 will be awarded 50% points of their relative finishing position in class if they are classified as a starter.

1.7.5.2 Races with an advertised duration in excess of 30mins

Place	Points	Place	Points	Place	Points
1 st	30	6 th	18	11 th	13
2 nd	27	7 th	17	12 th	12
3 rd	25	8 th	16	13 th	11
4 th	20	9 th	15	14 th	10
5 th	19	10 th	14	15 th	9

Races with an advertised duration in upto 30mins

Place	Points	Place	Points	Place	Points
1 st	20	6 th	7	11 th	1
2 nd	15	7 th	5	12 th	1
3 rd	13	8 th	3	13 th	1
4 th	11	9 th	1	14 th	1
5 th	9	10 th	1	15 th onwards	1

1.7.6 There must be minimum of three 2023 Registered Championship Competitors in class at each round to receive Full Championship points as stated in 1.7.5

1.7.7 There must be minimum of two 2023 Registered Championship Competitors in either category class at each round to receive the following points:-

1st Place 20 points

2nd Place 17 points

In races shorter than 30mins advertised duration the scores will be

1st Place 15 points

2nd Place 12 points

Championship Regulation Art. 1.7.3 still applies

1.7.8 If there is only 1 entry in a particular class in an individual race the finisher will only receive 50% points of their relative finishing position in class if they are classified as a starter. Championship Regulation Art.1.7.3—still applies

1.7.9 The presentation of a car for scrutineering will be deemed an implicit statement of conformity.

If a vehicle is found to be ineligible (by the Championship Eligibility Scrutineer or an appointed Scrutineer in his absence) then no points will be awarded and the Competitor must count that race as one of their points scoring races for the Championship.

- 1.7.10 If a Competitor has to replace their vehicle from the vehicle registered to compete in the championship for ANY reason they may do this only once in the season. They may return to the originally entered car at any time. As long as the Promoter and the Licenced Eligibility Scrutineer gives their approval that the vehicle is also the same or lesser performance 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. If they make any subsequent change away from their originally registered car the new car will only be eligible for 75% Championship points for their respective finishing positions.
- 1.7.11 If a registered competitor decides to move their vehicle's class then no points will be transferred to the new class. From the next Event entered and completed, they will gain points in the new class.
- 1.7.12 Ties shall be resolved using the formula as per current Motorsport UK General Regulation W. Resolving Ties.
- 1.7.13 No team can register for the Championship to gain points at either of the last two rounds of the Championship (N-2).
- 1.7.14 The car setting the fastest lap in each class in qualifying will be awarded 1 additional point. In addition, a further point will be awarded to each car setting the fastest lap in the race in each class. Any lap set under Safety Car or Yellow Flag conditions will not count. If two drivers set an identical time, the earliest time recorded will receive the additional point.
- 1.7.15 In the event of cancellation of a championship round outside of the control of the Championship organisers, 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.
- 1.7.16 In the event of dropped scores being implemented, any rounds or races where competitors have been disqualified from the results must count towards their championship total.

1.8 AWARDS

- 1.8.1 All awards will be provided by the Championship Organiser and/or their partners and sponsors.
- 1.8.2 Per race:- The Trophy race winners will be presented trophies on the venue podium (where possible). If the 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 Trophy Category Trophies will be awarded for the races as follows :-
- A trophy to drivers placed 1st, 2nd and 3rd overall (2 trophies to be supplied in races with an advertised duration of 45mins or longer)
 - A celebratory bottle to 1st overall
 - A trophy for the drivers coming 1st, 2nd and 3rd in a class (2 trophies to be supplied per car in races with an advertised duration of 45mins or longer)
 - Sponsors cap
- 1.8.4 Prototype Category Trophies will be awarded for the races as follows –
- A trophy for the drivers coming 1st, 2nd and 3rd in a class (2 trophies to be supplied per car in races with an advertised duration of 45mins or longer)
 - Sponsors cap to class winners
- 1.8.5 Driver of the meeting award – Decided by the Britcar Media Team for the Trophy Championship.
- 1.8.6 Additional trophies and awards may be made and will be detailed within an official championship bulletin.
- 1.8.7 Trophy End of Season:- The Britcar Trophy Championship awards will be issued at the awards presentation event at the End of the Season. The date and venue to be advised.

The following trophies will be awarded at the end of season:-

- Trophies to 1st, 2nd and 3rd Driver Overall (maximum 2 trophies per car) in Trophy Category.
- A celebratory bottle to 1st, 2nd and 3rd Driver Overall in each category.
- Trophies to 1st, 2nd and 3rd Drivers in each Class in each category (maximum 2 trophies per car)
- Driver of the year in each category
- Rookie of the Year in each category
- The Cowell Award – Services to Britcar Endurance
- Brian Jones Trophy Media / Photographer of the Year Award – Britcar Endurance

- 1.8.8 Drivers are reminded that the End of Year presentation is part of the Championship and it is requested that all teams attend. Trophies may 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 Organiser 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 to 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 Championship 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 calendar days before the start of 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 may, at the Championship Organisers sole discretion be refused entry to the event, risk losing Championship Points or a £ 100 plus VAT Late Payment fine.
- 2.1.2 Driver and team information should be lodged with the Championship Organiser Promoter in writing by 12 noon, a minimum of 8 calendar days before an event to enable the information to be included in the official event programme.
- 2.1.3 Withdrawal or alterations to an entry made after acceptance of any entry must be notified to the Championship Organiser in writing. Motorsport UK General Regulation D25.1.12 applies.
- 2.1.4 The deadline for any amendments is 6pm on the Thursday before each event and may be accepted or refused at the sole discretion of the Championship Organiser.
- 2.1.5 Reserves are to be nominated on the Final List of Entries published with the Final Instructions or Amendment Sheet Bulletins. All Reserves can practice and may 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.
- 2.1.6 There will be no refund of entry fees if an entrant withdraws after 12 pm on the Wednesday prior to the respective race meeting. The refund of entry fees is at the sole discretion of the Championship Organisers.
- 2.1.7 Late Final entries are accepted up to the 12pm on the Thursday of an event, however such entries may be subject to a late entry charge.
- 2.1.8 The Championship Organisers, at their discretion, reserve the right to accept entries from teams with cars which do not fit into the classification. Such cars may be restricted by the Eligibility Scrutineer and may be placed on the RESERVED list as the Championship eligible cars will be given priority grid position. If space permits they will race under an INVITATION title. No points will be gained as these will be treated as a guest as per 2.1.9.

- 2.1.9 Competitors not registered for the Championship may be permitted on an individual round basis and will:
- a) be deemed “Guest Competitors”
 - b) not score points and for the purpose of points scoring will be ignored
 - c) qualify for Event awards
 - d) Comply with the eligibility criteria as prescribed in Article 1.3 above, with the exception of 1.3.1 (b) and 1.3.2 (b).

2.1.10 An INVITATION ENTRY and “Guest Competitor” race 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 Championship Organisers will notify Competitors and Team Managers of the times and locations of all Driver & Team Manager Briefings through email, the event Final Instructions and the Manager WhatsApp Group.

2.2.2 It is mandatory that all Drivers and Team Managers attend all briefings in accordance with current Motorsport UK General Regulation H32.1.3. Any Driver or Team Manager arriving late or failing to attend a mandatory briefing may be fined £250. Repeat offences during the season may result in increased penalties.

2.2.3 Any driver operating a mobile device (phone, tablet, etc) during the briefing will be deemed to be absent and may be fined.

2.2.4 A driver may not take part in a race event until he/she has attended the respective drivers’ briefing or, where agreed by exception, received a personal briefing from the Championship Clerk of the Course or their deputy.

2.2.5 Should a Competitor or Team Manager be unable to attend they must notify the Clerk of the Course in writing beforehand. Failure to do so will be considered to be non-attendance (refer to article 2.2.2 above).

2.3 DESIGNATION OF THE CIRCUIT & REQUIREMENTS

2.3.1 The events will take place at 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 in accordance with as per the respective Motorsport UK circuit license and will be subject to an additional percentage for qualifying as specified in Motorsport UK Yearbook 2023 (Bluebook). For European circuits, the maximum number will be in accordance with the FIA circuit license or as calculated from the FIA ISC Appendix O (Supplement 2).

2.4 QUALIFICATION / PRACTICE

- 2.4.1 There is no Free Practice
- 2.4.2 In Qualifying each entered driver must 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 Q12.4.
- 2.4.3 The fastest lap in qualifying will determine the grid for the first race in a race weekend. Subsequent grids in a race weekend will be determined by the finishing order of the previous race, after judicial proceedings are concluded. All entered drivers must complete a minimum of 3 laps, in the vehicle to be raced, in qualifying.
- 2.4.4 In a multi driver team all drivers must sign on for that entry with the relevant license level for that class. They must all qualify the car in the qualifying session or at a time agreed with the Clerk of the Course.
- 2.4.5 The Clerk of the Course shall have the right to disqualify any driver whose practice times or driving are considered to be unsatisfactory as per current Motorsport UK General Regulation Q12.4.
- 2.4.6 The minimum period of qualifying will be 1 x 20mins per round that feature purely day races and 1 x 20 mins day and 1 x 30 mins night for rounds that feature night races. Rounds that feature night races will also include a night familiarisation session which may be combined with the qualifying.
- 2.4.7 Should any qualifying session be disrupted the Clerk of the Course shall not be obliged to resume the session for all or part of its remaining duration 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.
- 2.4.8 After each session vehicles must go directly to the designated Parc Ferme area or where they are directed by Officials. Competitors are reminded that they are under Parc Ferme conditions from the moment they take the chequered flag and throughout their route to the designated Parc Ferme area.
- 2.4.9 Vehicles may be weighed or checked for eligibility at any time at the discretion of the designated 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 The Organisers will make all reasonable efforts to return cars which stop out on the circuit during a race due to mechanical or incident damage to the team to enable them to effect repairs and return the car to the race after being checked by Eligibility Scrutineer or their assistant.
- 2.5.3 Teams need to advise a Britcar Endurance Championship Official which driver is in the car at any point when requested.

2.6 STARTS

- 2.6.1 In a multiple driver team, the driver setting the qualifying time must start the first race of the weekend. In the Trophy Category that driver may not start any other Britcar Trophy Championship race in the same weekend. In the Prototype Category the starting driver is free in any subsequent race of the meeting but in a two-driver team, no one driver can drive in both sprint races in a weekend (races less than 30mins scheduled duration)
- 2.6.2 Once the pit lane is opened, all cars will proceed to the grid. 3 minutes after the pit lane opens the pit lane will close, any car still in the pit lane after this time, will be a pit lane starter (the car will not join the green flag lap). The green flag lap will commence 7 minutes after the pit lane opens, any car not in its grid position at this time will remain at the rear of the grid or be a pit lane starter. Teams are allowed one team member per car on the grid, only to help/assist them to be in the correct grid position
- 2.6.3 All races 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.
- 2.6.4 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.
- 2.6.5 Any Competitors unable to start the pace lap or start are required to indicate their situation as per current Motorsport UK General Regulation Q12.11.2 and any Competitors 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.

- 2.6.6 The Safety Car will be used as the Pace Car for the start of the races.
- 2.6.7 The red lights will be switched on once the Pace Car has approached the pit entry 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 Safety 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.
- 2.6.8 The Championship 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 practice, 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. Where a marshalling light system is installed at a circuit, the light panels will also be illuminated. The light panels will have the same meaning as the marshals' flags.
- 2.7.3 All Competitors must cease racing immediately and slow down to a safe and reasonable pace, continue around the track to the starting grid area and follow the directions of the marshals/officials
- 2.7.4 All vehicles involved in contact incidents during practice, qualifying or races must be re-presented to the Scrutineers before continuing in the session.
- 2.7.5 If there is a Red Flag / race suspension during a race, all vehicles are in Parc Ferme. Only the Championship Eligibility Scrutineer may authorise work on vehicles.

2.8 GENERAL PITS & PITS SAFETY

- 2.8.1 Each car will be allocated a dedicated space on the pit apron and any work carried out on the car, including the mandatory pitstop, may only be carried out in this dedicated space or in the team's pit garage or awning.

- 2.8.2 Cars must be parked at approximately 45 degrees to the prescribed direction of travel in the pit lane with the nose towards the garage side of the pit lane. Cars may only be worked on in the apron area of the pit lane and not the slow lane or the fast lane. Cars must be safely pushed back (NOT reversed under their own power) into the slow lane without impeding any other car and before being released by the car controller (see 2.8.11 and 2.8.13) into the fast lane of the pit lane. Cars may only use the slow lane of the pit lane to enter and exit their pit box. Cars using the slow lane to traverse an unreasonable proportion of the length of the pit lane will be subject to a penalty.
- 2.8.3 Penalties up to and inclusive of Disqualification from the meeting, attracting mandatory points on entrant and/or competitor's license and financial fines will be imposed for transgressing the regulations, the severity of the penalty is at the discretion of the Clerk of the Course.
- 2.8.4 Only team personal wearing the Britcar Endurance Championship supplied identification are allowed in the Pit lane or on the pit wall during any session. Media personnel must sign on with the circuit media team for access and cannot use Britcar pitlane identification as access to the pitlane for media work.
- 2.8.5 Permitted vehicles allowed in the main paddock area include race vehicles, race transporters and hospitality vehicles.
- 2.8.6 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.
- 2.8.7 The outer lane or lanes of the pit lane are to be kept unobstructed to allow safe passage of vehicles at all times.
- 2.8.8 Pit lane speed limit will be 40 kph unless otherwise indicated in the relevant Final Instruction or Drivers Briefing.
- 2.8.9 Pit signaling on the pit wall is limited to a maximum of three team personnel. The pit wall is the only place where signaling to drivers is permitted. (Please note Championship Regulation Art. 1.4.7). Any team with more than three people on the pit wall may be liable to a fine of at least £250.
- 2.8.10 Harnesses cannot be removed by a driver until the vehicle has come to a full stop in the pit lane and vehicles may not move off until the driver has fully secured their harnesses.

- 2.8.11 Team members and all pitstop equipment, with the exception of ‘Stop’ sign and any part of the refueling rig which cannot fit behind the ‘Pit Lane’ line or in the garage must remain in the pit garage/behind the ‘Pit Lane’ line or on the pit wall (see 2.8.7 above) until the car has come to a stop in its designated pit area, with the exception only of the Car Controller (see 2.8.14) who may stand in the designated pit area a maximum of 1 lap before the car enters the pitlane. The car may not be pushed back until all equipment has been returned behind the designated ‘Pit Lane’ line/into the garage. All team personnel must return to the garage/behind the ‘Pit Lane’ line or to the pit wall (See 2.8.7 above) immediately once the car has left the slow pitlane. ‘Equipment’ is defined as anything other than cars, personnel, ‘Stop’ sign or any part of the fuel rig that cannot fit behind the ‘Pit Lane’ line or in the garage and is including, but not limited to, tools, tyres, spare parts.
- 2.8.12 Teams will be issued with 6 arm bands which must be worn on the arm and visible at all times to pitlane staff. You may only access the pitlane if you are wearing an appropriate armband. Only one arm band may be worn at once. These arm bands are:
- Red x 3 – For Mechanics working on the car. Gives access to the pitlane apron only and not the pit wall and can only be used to work on the car in the pitlane.
- Yellow x 2 – For pit wall timing purposes. Gives access to the pitlane apron and the pit wall, may be used to work on the car in the pitlane.
- White x 1 – For the pitlane car controller. This gives access to the pitlane apron and the pit wall (see 2.8.14 for restrictions).
- 2.8.13 Arm bands not worn on the arm or personnel in the pitlane or on the pit wall without an armband (including drivers) will incur a penalty for the competing car at the discretion of the Clerk of the Course (See 2.8.1 above)
- 2.8.14 The Car Controller (White Arm Band) is solely responsible for managing the safety of the pitstop including the safe release of the car from the designated pit area and into the slow and fast lanes. At the end of the pitstop the car controller must stand in front of the car and face the oncoming traffic. The car controller may, during the pitstop, assist with any other aspects of the pitstop including pushing the car back from the designated pit apron into the slow lane. A ‘safe release’ must satisfy all of the following:
- With the exception of the Car Controller (White Arm Band) all team members and equipment (2.8.11) must be back in the garage/behind the ‘Pit Lane’ line or on the pit wall with the exception of maximum of 2 people helping the car accelerate from standstill by pushing from the rear of the car.
 - Not interfering with any other competitors or equipment.
 - Not impeding any other competitors traversing the pitlane or cause another competitor to change speed or direction to avoid a collision.

- 2.8.15 Only 4 team members may work on the car during the pitstop at any time. All team personnel in the pitlane (not in the garage or behind the 'Pit Lane' line as appropriate) during a stop will be deemed to be working on the car. This number does not include the driver getting in or out of the car or the other driver / drivers assistant helping a driver get in or out of the car. The other driver / driver's assistant may ONLY assist the entering/exiting driver to enter/exit the car and must not carry out any other function. All team personnel in the pitlane during their pitstop must be wearing an arm band, with the exception of the drivers entering and exiting the vehicle.
- 2.8.16 Engines must not be run at any time if the vehicle is off the ground and/or supported by portable jacks in the pit lane.
- 2.8.17 All garages must be vacated by the time specified in the Supplementary Regulations or Final Instructions for that event.

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 Mandatory Pit Stops

	Number of Pit Stops
Races BETWEEN 30 mins and up to 60 mins	1 STOPS
Races BETWEEN 61mins and up to 120 mins	3 STOPS
Races OVER 121 mins and UPTO 180 mins	4 STOPS
Races OVER 180 mins	5 STOPS Plus 1 TECHNICAL STOP (see 2.9.3.1)

2.9.3 The Mandatory Pitstop Time for races between 30mins and UPTO AND INCLUDING 60min duration will be the Pitlane Transit Time in addition to a stationary time of approximately 110 seconds.

The Mandatory Pitstop Times for races between 30mins and UPTO AND INCLUDING 60min duration will be as follows at the following tracks. These Mandatory Pitstop Times do not include any success or BoP additional time.

Silverstone Heritage Pit lane	140 seconds
Brands Hatch Pit lane	135 seconds
Oulton Park Pit lane	127 seconds
Snetterton Pit Lane	132 seconds
Donington Pit Lane	133 seconds

The Mandatory Pitstop Time for races OVER 60min duration will be the Pitlane Transit Time in addition to a stationary time of approximately 210 seconds. These Mandatory Pitstop Times do not include any success or BoP additional time.

Silverstone Heritage Pitlane	240 seconds
Brands Hatch Pitlane	235 seconds
Oulton Park Pit Lane	227 seconds
Snetterton Pit Lane	232 seconds
Donington Pit Lane	233 seconds

- 2.9.3.1 In races longer than 180 minutes there will be 1 mandatory TECHNICAL STOP. This stop may be taken at any time during the open pit window. The minimum pitstop time for the TECHNICAL STOP measured from the Pit-In timing loop to the Pit-Out timing loop will be 300 Seconds
- 2.9.3.2 In races shorter than 30 minutes advertised duration there are no mandatory pitstops.
- 2.9.3.3 In the Prototype Category, any lone PRO driver or PRO/PRO driver pairing will have an additional 10 seconds added to their mandatory pitstop.
- 2.9.4 Any amendment to the Standard Pit Stop time will be notified to the Competitors by Championship Bulletin and by the Managers WhatsApp Group at the earliest opportunity and no later than 1 hour before the start of a race.
- 2.9.5 Classes maybe split and new Standard Pit Stop times issued at the Championship Organiser's discretion and pursuant to Championship Regulation Art.1.2.3.2.
- 2.9.6 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 - signaled 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.
- 2.9.7 There will be a Pit Window for all races longer than 45 mins. The pit window will open 20 minutes after the race start and will be calculated to close 20 minutes before the scheduled end of the advertised race distance as shown on the official timetable. Time will be taken from the pit entry timing line.

- 2.9.8 If the race duration is shortened prior to the start of the race, a new pit window may be issued if it is deemed necessary for safety or time purposes. The new pit window will be advised to teams via a bulletin and on the Managers Whatsapp group.
- 2.9.9 In a multiple driver entry, in a race with a mandatory pitstop, no one driver may do more than 60% of the race length
- 2.9.10 For the avoidance of doubt the race start time or the pit exit timing loop will identify the start of respective stints and chequered flag time or pit entry loop time will signify the end of a respective driving stint.
- 2.9.11 Any additional stops that requires refueling is a minimum of 120 seconds. Any further pit stops are not time limited.
- 2.9.12 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.
- 2.9.13 Standard Pit Stop:
- 2.9.13.1 At the first race of the event race weekend all vehicles will use the Mandatory pit stop times as a listed above in Art.2.9.2. For then for the 2nd race of the weekend there will be a success pit stop time added on (see Art.2.9.7). (see Art.2.9.12)
- 2.9.14 Success Pit Stop
- 2.9.14.1 Teams in the Trophy Category will have Success Pit Stop time added onto the standard pit stop time for the subsequent race in that race weekend. This will be added as follows per class:-
- 1st : + 15 seconds
2nd : + 10 seconds
3rd : + 5 seconds
4th or below: No change Standard Pit Stop length to be used
- 2.9.14.2 Teams in the Prototype Category will have Success Pit Stop time added onto the standard pit stop time for the “Pitstop” race in that race weekend. This will be added as follows per class and is cumulative during the race weekend:-
- 1st : + 10 seconds
2nd : + 7 seconds
3rd : + 5 seconds
4th or below: No change Standard Pit Stop length to be used

- 2.9.15 If there is only one car in a class then the pit stop will remain the same as the standard race.
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.
- This Success Pit Stop time (2.9.9) will apply to ALL mandatory pit stops during the subsequent race at each round.
- 2.9.16 The Pit Stop times are NOT accumulative through the season so the pit stop time for the first race at each event will be as standard as listed in Art.2.9.2.
- 2.9.17 The pit stop times will be issued in the Event Information Bulletin and available at Drivers Briefing or via the Team Managers WhatsApp Group.
- 2.9.18 Judges of fact will be monitoring pit stops and reporting any infringements to the Clerk of The Course.
- 2.9.19 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 or a Britcar Pit Lane Team Member which driver is in the car once a driver change done.
- 2.9.20 Should the official classification be delayed such that it is not published 60 minutes prior to the time of opening of the assembly area or Pit Lane (whichever is relevant) for the following Race the most up to date provisional classification (that including any confirmed judicial action in respect of any Sporting or Technical issue) will be used to allocate Race Success Pit Stop Times.
- 2.9.21 No protest or appeal will be accepted as to the possible effects of the use of the provisional classification.
- 2.9.22 In races scheduled to last longer than 1 hour, teams may be required to provide onboard camera footage to the Clerk of the Course during a pitstop. The team will be notified prior to the stop that the SD card containing the footage is required and they must remove the card, replace it with a new card and hand the card to Britcar personnel after the stop. Competitors are reminded that they must still be able to comply with Championship Regulation 2.14.7, 2.16.4, 2.16.5 and 2.16.6 at all times during competition.
- 2.10 FUEL STORAGE**
- 2.10.1 Refuelling must be carried out in accordance with current Motorsport UK General Regulations for Circuit Racing Q12.25 (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 The pit lane, garages, and fire lane are no smoking zones and everyone must adhere to circuits rules.

2.11 REFUELING REGULATIONS

- 2.11.1 Refueling must be carried out in accordance with current Motorsport UK General Regulations for Circuit Racing Q12.25 (Pit and Paddock Regulations) Art.5.18 of the Championship Technical regulations Circuit Management Regulations, the Event Supplementary Regulations or Final Instructions issued for each event.
- 2.11.2 In the event the vehicle is not fitted with refueling systems in compliance with Motorsport UK General Regulations for Circuit Racing Q12.25.2 fuel cans and funnels maybe used but must be fueled in the team garage under supervision of the team manger during the pit stop plus an MOTORSPORT UK Event Scrutineer must be advised that this refueling will be taking place.
- 2.11.3 The garage door, pit lane side, must be closed and the door at the rear must be open.
- 2.11.4 During refueling the vehicle must have its engine switched off and must be on its wheels and not on jacks.
- 2.11.5 Exhaust pipes and/or hot brake material in the proximity of the refueling or venting connectors must be covered with flame-resistant material.
- 2.11.6 In all lanes in the Pit Lane, where a vehicles may roll from its stopped position, a suitable wheel chock is required.

- 2.11.7 During any refueling operation in the pit lane, the designated Refueler and Fire Extinguisher Operator must be dressed in approved flameproof overalls, gloves, and balaclava to the specification in Motorsport UK Blue Book regulation Q 12.25.2 and K 9
- 2.11.8 No other work may be carried out whilst refueling is taking place. The driver may only get back in the vehicle when refueling has finished.
- 2.11.9 No refueling may take place during any official qualification session. Cars must be fueled sufficiently before the session and may not refuel until all cars are released from Parc Ferme conditions after the session
- 2.11.10 There will be nominated Judges of Fact, including but not exclusively event scrutineers observing all refueling.

2.12 REFUELING QUANTITY

- 2.12.1 Refueling quantity in each pitstop is free
- 2.12.2 From the moment that the Safety Car is deployed and crosses the pit exit timing loop or enters the circuit to the time that the Safety Car re-enters the pits and crosses the pit entry timing loop, no car may enter the pits to refuel. Any car requiring to refuel during a safety car will receive a penalty as defined in 4.2. This restriction does not apply to any car already in the pits at the time of the deployment of the Safety Car or any car that follows the Safety Car into the pit lane.
- 2.12.3 Failure to comply with above regulations will incur penalties as listed in section 4.2 of this document.

2.13 RACE FINISHES

- 2.13.1 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.
- 2.13.2 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 PARC FERME

- 2.14.1 At the end of every practice session, qualifying session or race, all competing vehicles must be taken to the designated Parc Ferme area unless given special dispensation by the Championship Eligibility Scrutineer not to do so.
- 2.14.2 Any competitor who decides not to complete a session must still take their vehicle to the designated Parc Ferme area and may not return directly to the paddock or pit garage.
- 2.14.3 All vehicles are under Parc Ferme conditions from the moment the chequered flag is displayed to conclude a session until they are released from Parc Ferme by the Championship Eligibility Scrutineer. Admission to the Parc Ferme area is only allowed for the competing vehicle, its driver and officials. No other person may enter the area unless invited to do so by the Championship Eligibility Scrutineer.
- 2.14.4 After all sessions, the garages are designated Parc Ferme area until cars are released by the Championship Eligibility Scrutineer.
- 2.14.5 Until cars are released from Parc Ferme, the following applies:
- No work on the car may take place of any kind
 - No computers or similar devices may be connected to view or extract data with the exception of Championship Appointed Data Engineers collecting and reviewing eligibility data.
 - No team personnel, except the driver(s), may enter the area, for vehicles in garages this includes a one metre area around the vehicle.
 - The Championship Eligibility Scrutineer may request a team contravene one or all of the above Parc Ferme Restrictions to enable checking of technical compliancy. Any team requested to contravene one or more of the above regulations may only do it under the direct observation of the Championship Eligibility Scrutineer or his assistants.
- 2.14.6 Failure to take a vehicle to the Parc Ferme area, breaches of the Parc Ferme conditions or non- authorised persons being found within the area may result in penalties being applied including disqualification.
- 2.14.7 After qualifying and races the onboard camera SD card must be removed and handed to the Britcar appointed Official in Parc Ferme. See 2.16.5

2.15 RESULTS

- 2.15.1 All Practice Timesheets, Grids, Race Results are deemed 'provisional' until all vehicles are released from Parc Ferme by the Licensed 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.

2.15.3 Races over 90 minutes duration - Classification will be as per Motorsport UK regulations for Endurance races -Q9.1.5 refers.

2.15.4 Races less than 90 minutes duration - to be classified as a finisher, competitors must complete 50% of the distance covered by the winner of their class but need not be running at the time of the chequered flag. They may also take the chequered flag in the pit lane (Q12.28.4

2.16 TIMING MODULES, RADIO & CAMERAS

2.16 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:

- MYLAPS X2
- MYLAPS TR2

Or any other transponder approved by TSL Timing.

2.16.1 It is the responsibility of the Entrant to fit the module in a safe and appropriate position as recommended by the manufacturer.

2.16.2 Competitors or teams must not place any electronic timing equipment within 10m 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. Q11.3 (v)

2.16.3 Radio - See Championship Regulation Art.6.5 Q11.3

2.16.4 It is mandatory that all teams run “In Car Cameras” - See Championship Regulation Art.5.23

2.16.5 At the end of each session, each team must save the on-board camera footage on the SD card, then remove the card and hand it to the designated Britcar Official. This must be done under Parc Ferme conditions after the end of a session. Any team failing to preserve the recorded footage or deliver the SD card within the specified timescale (20 minutes after the chequered flag) will be reported to the Clerk of the Course and may be subject to a financial or sporting penalty as detailed in Section 4. These cards must clearly marked with the car number.

2.16.6 All video footage must show the information detailed in 5.23 clearly on screen.

2.16.7 The video cards will be returned to the teams once the Clerk of the Course has completed his investigations.

2.16.8 Teams must make sure there is a replacement card installed and fully operational for the next session.

2.17 SAFETY CAR

2.17.1 Safety Car operation will be in accordance with current Motorsport UK Yearbook, Section Q, Appendix 2. By exception at night races, if the safety car is not deployed in front of the race leader, then once the incident has cleared, the Safety Car will not instruct any cars to pass in order to move the leader to the front.

2.17.2 Unless specified in the Event Drivers' Briefing notes, the Safety Car will be used during the races and, at the discretion of the Clerk of the Course, may be used ~~The Safety Car will be used~~ in free practice, qualifying and night familiarisation.

2.17.3 Please see Championship Regulations Art. 2.12.2 & 2.11 regarding the rules on refueling 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.

2.18.3 By registering for the Championship all competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code which is appended to these regulations (Appendix 1).

2.18.3.1 Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to Motorsport UK.

2.18.3.2 It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Coordinator and/or Safeguarding Officer who will also relay the report Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at www.motorsportuk.org/resource-centre by selecting Policies and Guidelines.

3 DRIVING STANDARDS & COMPETITOR / TEAM MEMBER BEHAVIOUR

- 3.1 By registering for the Championship all competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code which is appended to these regulations (Appendix A).
 - 3.1.1 Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to Motorsport UK.
 - 3.1.2 It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Coordinator and/or Safeguarding Officer who will also relay the report Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at www.motorsportuk.org/resource-centre by selecting Policies and Guidelines.
- 3.2 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.
- 3.3 Competitors who bring the Championship, the Championship Organisers, or any sponsors of the Championship into disrepute through either on or off-track behaviour – including verbal or written statements (for example Social Media), may be refused entry to the following or any number of subsequent events at the Championship Stewards discretion.
- 3.4 If deemed serious the Championship Stewards may deduct Championship Points or even exclude the team and/or driver from the Championship until further notice.
- 3.5 No abusive language or actions will be tolerated towards any Championship Organisers' employee, Volunteer, Contractor or Guest in any form. All incidents of this nature will be reported to the clerk of the course.
- 3.6 The Championship requires conformity with Motorsport UK General Regulation A.10 (all parts) at all times.
- 3.7 The Championship Organisers reserve the right to decline an entry on receipt of a complaint.
- 3.8 Imperative clauses for officials enforcing these regulations

What is not expressly permitted by these Regulations is forbidden. For the benefit of any doubt, anything not specified in the sporting and technical regulations is considered as not permitted.

No Competitor, driver, participant, tyre manufacturer, or chassis manufacturer, may demand the literal application of these Regulations if its behaviour is deemed contrary to good sportsmanship and fair competition. The same principles apply to the interpretation of the Technical Regulations in effect.

4 SPECIFIC CHAMPIONSHIP PENALTIES

4.1 In accordance with Section C of the current Motorsport UK 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 (a) and (b)

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 will invoke current Motorsport UK General Regulations C.3.5.1 (c).

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.

INFRINGEMENTS	DURING QUALIFYING	DURING RACE
A - Excess speed in pit lane 2.8.8	Black Flag	Stop-Go penalty for 2 seconds per km/h over the speed limit
B - False Start	n/a	Drive Through Penalty
C - Failure to respect starting position, restarting position after a safety car intervention or out of position on formation lap	n/a	Stop and Go up to 60 seconds
D - Wrong direction in pit lane	Disqualification	Disqualification
E - Working on the vehicle whilst refuelling 2.11.8	Black Flag	Drive Through penalty
F - Refuelling during Safety Car Period 2.12.2	n/a	Stop and Go for 60 seconds
G - More than 4 people working on the vehicles during refuelling or at a Mandatory Pit stop. 2.8.15	n/a	Drive Through Penalty
H - Not stopping for the correct amount of time for any pit stop 2.9.3	n/a	Stop and Go for 1 second every 1 second under the allotted pit stop.
I - Not stopping for the mandatory pit stop during pit window 2.9.2	n/a	Stop and Go for 1 second every 1 second outside the allotted pit stop window.
J - Overtaking the Safety Car without authorisation	Disqualification	Stop and Go for 120 seconds
K – Failure to adhere to 6.1 or 6.2 at any point during the race meeting	Removal of Qualifying Time and £500 fine	Non awarding of Championship Points for that race and £500 fine.
L – Failure to provide video footage after a session 2.16	Removal of Qualifying Time and £500 fine	Non awarding of Championship Points for that race and £500 fine.
M – Infringement of Parc Ferme regulations 2.14	Removal of Qualifying Time and £500 fine	Disqualification
N – Driving in the slow lane of the pitlane (not including crossing or accelerating from your allocated pit area)	Removal of Qualifying Time and £500 fine	Drive Through Penalty
O – Track Limits	Removal of Qualifying Time for that lap	On 3 rd offence Black and White warning flag. Every 3 rd offence after that a Drive Through penalty.
P – 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”.

5.1.3 Technical Regulations Section 5 only for the Prototype Category are detailed in Appendix C and those regulations supersede this section for that Category. In addition, regulation 5.23 in these regulations applies to cars in the Prototype Cup Category

5.1.4 Technical Regulations Section 5 only for the Ginetta G40 Cup class are detailed in Appendix B and those regulations supersede this section for that Category. In addition, regulation 5.23 in these regulations applies to cars in class Ginetta G40 Cup

5.1.5 Technical Regulations Section 5 only for the Clio Cup class are detailed in Appendix D and those regulations supersede this section for that Category. In addition, regulation 5.23 in these regulations applies to cars in class Clio Cup

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/trophy/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 Trophy Category 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.

5.4.6 Cars built to the following specifications are explicitly prohibited from entry regardless of any modifications made to them to meet BEPI requirements:

- Ginetta G55
- Cars built to GT4 Specification
- Cars built to TCR specification
- Porsche 997 Cup, 991 Cup and 992 Cup
- Ferrari 360 Challenge, 458 Challenge, 488 Challenge
- Lamborghini Super Trofeo
- Cars built to GT2 Specification
- Cars built to GT3 Specification

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. When requested to fit a logger by Britcar personnel or the Britcar appointed data engineers, the logger must be fitted and operative in the car used in the following sessions until removal is requested by Britcar personnel or the Britcar appointed data engineers and accurate weight and CdA figures must have been provided to the Championship organizers as part of their BEPI submission. 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

5.9.1 All vehicles must have a minimum ride height of 40mm 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.

5.10.7 **Maximum permitted capacities in the following classes are:**

- T3 – Petrol Forced Induction 1600cc, Naturally Aspirated 2400cc
- T3 – Diesel Forced Induction 2000cc, Naturally Aspirated 2800cc

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.

5.13.4 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 1135kgs

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.

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 The Championship Organisers ~~Britcar Endurance~~ reserve 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 in accordance with ~~as per~~ current Motorsport UK General Regulation J. 4.1.2, with the following 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 The Championship Organisers require the following areas to be provided on every car (refer to location map 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 Q11.5 - Q11.5.2
 - Below both Headlights and both front and rear wheel arches.
 - Dashboard area visible to onboard camera to display car number and championship sponsors decal Competitors may substitute graphics overlays on their in car camera feed but these overlays must clearly show car number and championship logo.

6.1.6.1 See 2023 Britcar Trophy Location map below.



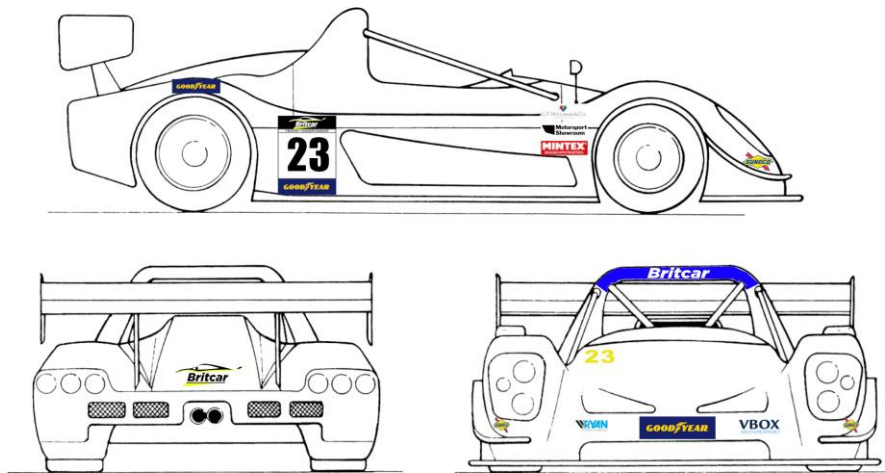
2023 Mandatory Decal Locations



6.1.6.2 Prototype Cup Category mandatory sponsor locations. 'Sunstrip' to be placed on the windscreen of a closed cockpit car or on the leading edge of the ROPS in an open cockpit car.



2023 Mandatory Decal Locations



6.1.6.3

Prototype Cup Category – Praga Cup Class mandatory sponsor locations. Note mandatory ‘Praga’ decals on nose and engine cover fin.



6.1.7 One set of championship insignia decals will be supplied by the Championship Organiser free of charge. Decals can be collected on the first day of each event 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 British Endurance Championship badge (Left breast) and 1 Goodyear (Right breast). More may be required with more sponsorship. Badges must be sewn in place around the full perimeter of each badge – the use of tape, Velcro or other fixings is prohibited.

6.2.1 See 2023 Britcar Trophy Overall Location map below:-

Race Overall Badge Placement



- 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 on both cars and drivers' overalls unless prior written permission has been given.
- 6.2.4 Badges will be supplied by the Championship Organisers prior to the first event, to each driver free of charge. Additional badges will be invoiced to the Entrant at £5.00 (plus VAT) per badge.
- 6.2.5 It is requested but not mandatory that all teams have the Championship logo on their main support vehicles. This will be available in 2 sizes:
- 500 mm x 220 mm
 - 1000 mm x 460 mm



Both sizes can be provided in white or black - please advise sizes required or at a size agreeable to with the Championship Organisers

6.3 INTELLECTUAL, COMMERCIAL, PROMOTIONAL, MERCHANDISING AND SPONSORSHIP RIGHTS

- 6.3.1 Britcar Endurance Ltd have all ownership rights to the name Britcar, Britcar Endurance, the British Endurance Championship, BEC and The Britcar Endurance Performance Indicator (BEPI). **Any use of media, video or still, must credit Britcar. Commercial use is prohibited without prior consent.**
- 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 adjustments to colour and size must be approved by the Britcar office.
- 6.3.4 All entrants and competitors agree to only post or publish any moving images from a Championship race weekend with the prior written approval of the Championship Organisers. This includes live streaming or pre-recorded in car footage. **Commercial use is prohibited without prior consent.**

6.4 FINANCIAL RESPONSIBILITY: RACE ENTRY AND REFUND POLICY

- 6.4.1 Competitors must complete the on line entry forms. Links located on our website www.britcar-endurance.com under CHAMPIONSHIPS.
- 6.4.2 Payments for Trophy entries can be made by BACS Payments. For details contact Claire Hedley on 01428 288008 or by email at Claire@britcar-endurance.com or by Cheque made payable to Hedley Cowell Events Ltd and sent to Po Box 140, Liphook, Hampshire, GU30 9BU.
- 6.4.3 With regard to refunds there are NO refunds on deposits paid for rounds
- 6.4.4 No refunds or transfer of monies will apply if circuit or organisers do not refund Hedley Cowell Events.





6.4.5 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.

6.5 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 The Championship promoter, Britcar Endurance, retain exclusive broadcasting , recording, cable, satellite, video, games, digital and internet rights to all footage.

6.6.2 All on board camera's must be approved by the Eligibility Scrutineer prior to that car going on track. If asked by a Scrutineer to remove and relocate the camera this must be done with immediate effect.

6.6.3 The Championship Organisers will supply teams with in car dash decals to be displayed.

6.6.4 It's the responsibility of the drivers to display the Championship Cloth badges on the race suits whilst being interviewed on Television.

6.6.5 Any team or competitor in the championship not complying with Appendix A of these regulations and acting without respect towards another competitor / team or official whilst on TV will be reported to the Clerk of the Course and the Championship Co-ordinator.

6.6.6 Its is the responsibility of the teams to make sure all Championship decals that have been supplied on the cars and displayed in the locations requested.

6.7 PADDOCK ARRANGMENTS

6.7.1 Teams are asked to follow instructions from the Championship Organisers and Circuit Officials regarding the parking arrangements and locations for Trucks, Support Vehicles and Private Cars. Certain events will have strict limitations on the number and size of support vehicles, awnings and transporters and the setup and breakdown of the paddock and garage area will be strictly controlled including arrival and departure times.



- 6.7.2 Teams not adhering to these controls will be fined by the circuit, event promotor or race organising body and the fines imposed by the circuit, promotor or organising body will be borne by the competing team directly and not to the Championship Organisers.
- 6.7.3 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.
- 6.7.4 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.
- 6.7.5 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 Co-ordinator Claire Hedley
P O Box 140, Liphook,
Hampshire, GU30 9BU
Tel: 01428 288008
Mobile 07534 365894
Email:-claire@britcar-endurance.com
Finance:- accounts@britcar-endurance.com
- 7.1.2 BARC:
BARC, Thruxton Circuit,
Andover, Hampshire, SP11 8PN
David Wheadon
Telephone: 01264 882209
Email: dwheadon@barc.net
- 7.1.3 Eligibility Scrutineer (TROPHY)
8PN
John Harland C/O BARC, Thruxton Circuit, SP11
- 7.1.4 Eligibility Scrutineer (PROTOTYPE)
Martin Robertson C/O Praga UK
- 7.1.5 Championship Technical Co-ordinator
David Hornsey
C/O Britcar Endurance Ltd
Po Box 140, Liphook, Hampshire, GU30 9BU
Tel :- 01428 288008
Email : david@britcar-endurance.com

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
H. P. Tyres Ltd
Units 5 & 6, Broad March Trade Park,
Long March Ind Est,
Daventry, NN11 4HE,
Telephone: +44 (0)1327 301887
Email: office@hptyres.com

7.1.6 FUEL SUPPLY
Anglo American Oil Company Ltd,
58 Holton Road,
Holton Heath Trading Park,
Poole, BH16 6LT
Telephone + 44 (1) 1929 555973
Email: 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 Motorsport UK/MSA. 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.



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

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

Motorsportuk.org/racewithrespect
#RaceWithRespect

The Values

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

I pledge to #RaceWithRespect and:

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

Any breach of these obligations may result in disciplinary action.

App. B GINETTA G40 CUP CLASS 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.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:-

- 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. When requested to fit a logger by Britcar personnel or the Britcar appointed data engineers, the logger must be fitted and operative in the car used in the following sessions until removal is requested by Britcar personnel or the Britcar appointed data engineers and accurate weight and CdA figures must have been provided to the Championship organizers as part of their BEPI submission. 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. The Championship may use dataloggers in all classes to determine power and torque measurements whilst the vehicle is competing in an official session. When requested to fit a logger by Britcar personnel or the Britcar appointed data engineers, the logger must be fitted and operative in the car used in the following sessions until removal is requested by Britcar personnel or the Britcar appointed data engineers and accurate weight and CdA figures must have been provided to the Championship organizers as part of their BEPI submission. 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.



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 to the dimensions and specification detailed by Ginetta Cars Ltd. 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. 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.

- App. B.6.11 Standard indicator lens units to the specification and dimensions 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) to the specification and dimensions as supplied by Ginetta Cars Ltd
- App. B.7.3 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.7.4 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.7.5 Camshafts. The only permitted camshafts are Ford Zetec 1800 standard cams to the specification and dimensions 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.7.6 Flywheel. The cast iron flywheel must remain to the specification and dimensions 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.7.7 The Engine Wiring Loom including the ECU must remain to the specification and dimensions 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.
- App. B.7.8 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.7.9 The Air Filter to the specification and dimensions as supplied by Ginetta Cars must be as supplied and fitted at all times.
- App. B.7.10 It is permissible to remove the air conditioning pump and drive belt and replace with a shorter drive belt.

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.

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.

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 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 to the specification and dimensions 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 to the specification and dimensions 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 at least two 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 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. 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 to the specification and dimensions 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 **Brake pads are free.**
- App. B.12.6 Brake lines must remain as standard and in the manufacturer's layout.
- App. B.12.7 Brake bias may only be altered using the standard balance bar supplied by Ginetta Cars Ltd. (Ginetta part no RD6313).
- 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. 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 at 1.5bar, + or – 0.1 bar. 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.
- App. B.13.7 As standard the shims are supplied in the following thicknesses
- 2.00mm
 - 3.00mm
 - 5.00mm
- 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.13.19 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 only permitted tyres for use in this Championship are as follows: Dunlop Direzza DZ03 195/55 - R15, Dunlop Direzza DZ03 205/50 - 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.15.2 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.15.3 If required, it is the Competitor's responsibility to ensure that all tyres are marked by the Championship Eligibility Scrutineer before use.

App. B.15.4 All tyres must be supplied by HP Tyres.

App. B.15.5 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.15.6 Wet tyres may not be used in conjunction with dry tyres.

App. B.15.7 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.15.8 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.15.9 Pressure regulation valves are forbidden.
- App. B.16 WEIGHT:**
- App. B.16.1 The minimum vehicle weight is 890kgs without driver. 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.
- 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 unleaded fuel complying with the definition laid down in the Nomenclature section B of the Motorsport UK General Regulations. (Technical Definitions) is mandatory. 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.

APPENDIX C – PROTOTYPE CATEGORY

App. C TECHNICAL REGULATIONS

App. C.1 INTRODUCTION

App. C.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.

App. C.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”.

App. C.2 CLASSIFICATION AND BEPI

App. C.2.1 Cars are split into their respective classes by the BEPI system

App. C.2.2 The BEPI figure is achieved by entering the vehicle data into the BEPI calculator which can be found at britcar-endurance.com/prototype-cup/bepi/

App. C.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.

App. C.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)

App. C.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.

App. C.2.6 Britcar Endurance reserves the right to alter and modify the BEPI as necessary.

App. C.2.7 Additional Bulletins will be issued to confirm particular car’s BOP.

App. C.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

- App. C.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)
- App. C.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.
- App. C.2.11 Britcar Endurance reserves the right to change minimum weights, pit stop times, intake restrictors, throttle stops or ride height during the season.
- App. C.3 SAFETY REQUIREMENTS**
- App. C.3.1 As per current Motorsport UK General Regulations Section K and appendices will apply to all vehicle and personnel equipment
- App. C.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.
- App. C.4 ELIGIBILITY OF COMPETING CAR**
- App. C.4.1 The Prototype Category is open to any Prototype style car of one or two seats with enclosed wheels provided they meet the championship requirements. Open wheeled cars are prohibited.
- App. C.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 homologation.
- App. C.4.3 All modifications or repairs must conform to the original homologation, Vehicle Identification Booklet, workshop manual or Technical Document of the vehicle. For example, accident damage repairing the rear wing, bodywork and rear corner of a Praga R1 must be sourced from Praga and must be equivalent parts for the Vehicle Identification Booklet of that car and may not be modified from that described in that official paperwork.

App. C .5 EXAMINATION OF VEHICLES

App. C.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. When requested to fit a logger by Britcar personnel or the Britcar appointed data engineers, the logger must be fitted and operative in the car used in the following sessions until removal is requested by Britcar personnel or the Britcar appointed data engineers, and accurate weight and CdA figures must have been provided to the Championship organizers as part of their BEPI submission. 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.

The championship will use Race Technology RTSS data loggers in the Praga Cup, to determine power and torque measurements whilst the vehicle is competing in any official session. The logger must be fitted and operative in the car used in the session and accurate weight and CdA figures must have been provided to the Championship organizers as part of their BEPI submission. 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 specifications 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.

App. C.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).

App. C.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.

App. C.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.

App. C.6 EQUALISATION

App. C.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.

- App. C.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.
- App. C.6.3 The Championship reserves the right to use equipment to check a cars performance against their declared BEPI / Technical Passport.
- App. C.7 CHASSIS**
- App. C.7.1 The original chassis is defined as the original Homologated chassis, which ever applies to the relevant vehicle in question. (See Motorsport UK General Regulation J 5.2.1)
- App. C.8 BODYWORK & AERODYNAMICS**
- App. C.8.1 Modifications Permitted.
- App. C.8.2 GENERAL**
- App. C.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.
- App. C.8.3 INTERNAL**
- App. C.8.3.1 General Regulation J 5.3 and K2 applies.
- App. C.8.4 EXTERIOR**
- App. C.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 bodywork. 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.
- App. C.8.5 AERODYNAMICS**
- App. C.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.
- App. C.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.

App. C.9 RIDE HEIGHT

App. C .9.1 Unless specified by a particular BoP or bulletin to clarify a particular make, model or specification, all vehicles must have a minimum ride height of 40mm throughout, Praga 45mm, 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.

App. C.10 ENGINE

App. C.10.1 Engines must remain in the specification, orientation and performance parameters of the homologation for the vehicle in question.

App. C.10.2 Maximum Intake Pressure (MAP) for Praga Cup Class – 2.25Bar

App. C.11 FUEL TANKS AND DELIVERY SYSTEMS

App. C.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.

App. C.11.2 General Regulation J 5.13 applies

App. C.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).

App. C.12 TRANSMISSION

App. C.12.1 Energy recovery systems are only permitted if it is fitted as original equipment in the model concerned.

App. C.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.

App. C.12.3 Cars entered into the Praga CUP class must be fitted with the standard Hewland JFR transmission as fitted by Praga. Limited Slip Differentials are not permitted. Gear ratios are to remain as the standard ratio set as supplied by Praga Automotive. No changes to the standard ratios are permitted. Reverse gears must remain fitted to the gearbox.

The Standard Ratios are defined as:

- 1st - 38/12
- 2nd – 31/15
- 3rd – 26/16
- 4th – 25/18
- 5th – 22/18
- 6th – 21/19
- Final Drive – 34/12

App. C.13 SUSPENSION

App. C.13.1 Suspension must retain the design, layout, parameters and function of the original homologation, vehicle identification booklet, workshop manual or technical document of the vehicle in question.

App. C.14 WHEELS/STEERING

App. C.14.1 General Regulation J 5.2.6 applies with the exception that tyres may be visible from above if the homologation of the vehicles in question specifies this.

App. C.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.

App. C.15 TYRES

App. C.15.1 It is a requirement that all vehicles competing in the championships must qualify and race on Goodyear Slick or Wet tyres.

App. C.15.2 The artificial heating of rims and/or tyres is NOT permitted, and chemical treatment is prohibited.

App. C.15.3 It is mandatory that all entries run on Goodyear 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.

- App. C.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.
- App. C.15.5 HP Tyres may mark up tyres sold through them to enable tracking of tyre usage and monitor traceability of supply

App. C.16 WEIGHT

- App. C.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.
- App. C.16.2 The Championship reserves the right to ask teams to add weight to equalize the performance.
- App. C.16.3 The minimum weight for the Praga R1 is 660kgs. The minimum weight for the LMP3 class is 950kgs
- App. C.16.4 The minimum weight of individual entries, models or makes may be further set by championship bulletins.

App. C.17 ELECTRICAL

- App. C.17.1 Lighting -
- App. C.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.
- App. C.17.1.2 Competition Numbers.- All competition numbers MUST be during night racing sessions.
- App. C.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.
- App. C.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.

App. C.17.3 Brake lights - All vehicles must be fitted with working brake lights as per Motorsport UK General Regulation Q 13.9.3.

App. C.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.

App. C.18 BATTERIES

App. C.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.

App. C.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.

App. C.18.3 Generator and Voltage Regulator - A generator must be fitted and operational. Its position and driving system are free.

App. C.19 BRAKES

App. C.19.1 As per current Motorsport UK General Regulation J. 5.6 Brakes.

App. C.19.2 Cooling of brakes front and rear is permitted: Protection shields may be removed or modified.

App. C.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.

App. C.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 is fitted with carbon brakes (as standard) it must be declared and will be included in the BEPI calculation.

App. C.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.

App. C.20 FUEL

App. C.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”.

App. C.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

App. C.21 SILENCING

App. C.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.

App. C.21.2 Other limits may be applied by various circuit owners

App. C.22 PNEUMATIC JACKS

App. C.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.

App. C.23 MANDATORY ON BOARD CAMERAS

App. C.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.

App. C.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.

App. C.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.

App. C.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."

App. C.23.5 Please also be aware of the intellectual property ownership rights referred to in Championship Regulation Art.6.3.

App. C.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.

APPENDIX D – Clio Cup

Vehicles must comply with the ‘Nomenclature_Clio Cup_2018_Final Copy.pdf’ which can be downloaded from britcar-endurance.com/trophy/regs/

The exceptions to the ‘Nomenclature_Clio Cup_2018_Final Copy.pdf’ are as listed below:

- App D.1 Nomenclature 8.00 – Fuel and oils are free
- App D.2 Nomenclature 17.00 – Make of spark plugs are free.
- App D.3 Nomenclature 31.41 and 33.20 – Brake Pad material is free
- App D.4 Nomenclature 31.41 and 33.20 – Brake Discs may be original or aftermarket
- App D.5 Nomenclature 35.00 – Wheel choice is free but the chosen wheel must be of the same dimensions and may not weigh less than the RenaultSport wheel defined in the nomenclature.
- App D.6 Nomenclature 36.10 – Make of steering wheel is free.
- App D.7 Nomenclature 54.00 – Glass may be replaced with other materials but must conform to Motorsport UK General Regulation 5.20.8
- App D.7 Nomenclature 56.00 – Badges are not required but the car must still meet minimum weight limits if badges are removed.
- App D.8 Nomenclature 75.00 – Make of seat and mount is free but it must meet Motorsport UK General Regulations on seats including K2.2
- App D.9 Nomenclature 80.00 – Make of battery is free.
- App D.10 Spacers may be fitted to the front or rear wheels or all wheels.
- App D.11 Direzza dry weather tyres and Goodyear wet weather tyres cannot be mixed on the same car. Both axles must have the same model of tyre although choice of compound is free.

- App D.12 In all instances, if a required part is no longer available from Renaultsport, or their suppliers, or is out of stock it may be replaced by a replacement part which offers no performance advantage. In such an instance the Organisers must be made aware in writing and the Scrutineer has the final say on acceptance of the parts or of any balance of performance measure that may be implemented when non-homologated parts are used.
- App D.13 Technical Regulation 5.5, 5.6 and 5.23 applies to all cars in the Clio Class
- App D.14 Minimum weight 1080kgs. 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.