

2024 SPORTING & TECHNICAL REGULATIONS

PUBLISHED COPY

GOODYEAR



Contents

Preface Acronyms used in these regulations

1 Sporting Regulations General

1.1	Title & Jurisdiction	5
1.2	Officials	5
1.3	Competitor Eligibility	6
1.4	Championship Registration	8
1.5	Championship Events	10
1.6	Classes	11
1.7	Scoring	13
1.8	Awards	15
1.9	Entertainment Tax Liabilities	17

2 Championship Event Meetings & Race Procedures

2.1	Race Entries	18
2.2	Briefings	19
2.3	Designation of circuit & requirement	19
2.4	Free Practice / Qualification	19
2.5	Races	20
2.6	Starts	21
2.7	Race Stops / Red Flag	22
2.8	General Pits & Pits Lane Safety	22
2.9	Pit Stops	25
2.10	Fuel Storage	28
2.11	Refuelling Regulations	28
2.12	Refuelling Quantity	30
2.13	Race Finishes	30
2.14	Parc Ferme	31
2.16	Timing Modules & Radio	32
2.17	Safety Car	33
2.18	Judicial Procedure	34

3 Driving Standards and Competitor / Team Member Behaviour 35

4 Specific Championship Penalties 36

4.2	Infringements and Penalties	37
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5 ***Technical Regulations***

5.1	Introduction	38
5.2	Classification & BEPI	38
5.3	Safety Requirements	39
5.4	Eligibility of Competing Car	39
5.5	Examination of Vehicles	40
5.6	Equalisation	42
5.7	Chassis	42
5.8	Bodywork & Aerodynamics	42
5.8.2	General	42
5.8.3	Internal	42
5.8.4	Exterior	43
5.8.5	Aerodynamics	44
5.9	Ride Height	45
5.10	Engine	45
5.11	Fuel tanks and Delivery Systems	46
5.12	Transmission	46
5.13	Suspension	46
5.14	Wheels / Steering	47
5.15	Tyres	47
5.16	Weight	48
5.17	Electrical	48
5.18	Batteries - ICE	49
5.19	Brakes	49
5.20	Fuel	50
5.21	Silencing	50
5.22	Pneumatic Jacks	50
5.23	Mandatory On-board Cameras	50

6 ***Championship Information***

6.1	Championship Insignia & Vehicle Decals	51
6.2	Race suit badges & Race Support Vehicle Decals	53
6.3	Intellectual, Promotional, Merchandising and Sponsorship Rights	55
6.4	Financial Information - Race Entry and Refund Policy	55
6.5	Radio Communication	56
6.6	Television	56
6.7	Paddock Arrangements	57

7 ***Contacts*** 57

7.2	Commercial Undertaking & Health & Safety	59
7.3	Health & Safety & Environment	59



Appendices

Appendix A	Race with Respect	60
Appendix B	Vehicle Change Form	61



PREFACE ACRONYMS USED IN THESE REGULATIONS

BEC	British Endurance Championship
BEL	Britcar Endurance Ltd.
BEPI	British Endurance championship Performance Indicator
BESI	British Endurance championship Sustainability Index
BAO	BEC Appointed Official
CES	Championship Eligibility Scrutineer
CCoC	Championship Clerk of the Course
BECC	British Endurance Championship Co-ordinator
BECO	British Endurance Championship Organiser
TM	Technical Manager
TCR	A set of regulations for building competition cars for Touring Car Racing are owned and implemented by World Sport Consulting Limited and Britcar and the British Endurance Championship acknowledges such intellectual property rights that World Sport Consulting Limited may own in respect thereof, but for the avoidance of doubt references used in these regulations to "TCR" are simply to refer to cars which were originally built to TCR regulations and now may race in the BEC under our own technical regulations.

1 SPORTING REGULATIONS - GENERAL

1.1 TITLE & JURISDICTION

1.1.1 The British Endurance Championship (BEC) is organised & managed by Britcar Endurance Limited (BEL) as the Permit Holder and they are also 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 Federation Internationale de l'Automobile (FIA) and these Championship Regulations.

Motorsport UK Championship Permit number: **CH2024/R004 (A)**

Race Status: National

Motorsport UK Championship Grade: Grade: A

1.2 OFFICIALS

1.2.1 Championship Co-ordinator: Claire Hedley

1.2.2 Motorsport UK Championship Eligibility Scrutineer: Adrian Smith
Martin Robertson (Deputy)

1.2.3 Championship Clerk of the Course: Andy Butler



- 1.2.4 Championship Technical Manager David Hornsey
- 1.2.5 Championship Stewards:
Ian Watson
Richard Norbury
Ray Sumner
Adrienne Watson

- 1.2.5.1 Any three of the Championship Stewards will sit to make a decision. In accordance with the following provisions of the 2024 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 BECC 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 and any subsequently issued bulletins.

They are also empowered to consider any request from the BECC 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 BECO 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 BECO 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 Entrants must comply with the following:

- (a) be registered for the British Endurance Championship
- (b) be in possession of a valid 2024 Motorsport UK Entrants Licence. (D7.1.12)



1.3.2 Drivers must comply with the following:-

- (a) be Registered for the Championship and
- (b) be in possession of valid Competition (Racing) National status Licence, *as a minimum*
- (c) 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)
- (d) If participation in the Championship requires absence from full time education, a driver in full time school, academy or sixth form college education is required to have the approval of their head teacher or principal and possess a letter stating such approval from their school, academy, or college 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 Each competitor (including all INVITATION cars) must make sure their vehicle has a valid BEPI submitted before their and the vehicle's first race in the championship and have available to the scrutineer a homologation document detailing their car built to GT3, GT4 or TCR regulations for cars entered in Classes A, D and E. The BEPI form is the Entry Form for the Championship and races. Competing vehicles will not be eligible for entry any championship points or trophies until this has been submitted and received by the BECO . At the entire discretion of the BECO an entry made where no BEPI has been submitted or homologation document is available may be suspended or rejected.

1.3.4 Entry into the BEC requires 1 or more drivers for races of 90 – 120 minutes advertised duration. For races over 120 mins advertised duration there is a minimum requirement for 2 drivers.

1.3.5 Entries may be made up of a single car entry or a relay team, entry. In a relay team entry the class will be determined by the highest BEPI scoring/highest homologated car in the team. A relay team may be made by one or more cars and one or more drivers per car.

1.3.6 Competitors 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 BECO reserves the right to change a drivers grading at any time based on driver performance or results inside or outside of the BEC . Entrants/Drivers deliberately misleading the BECO by failing to submit accurate driver histories on request or by knowingly entering as an AM when they satisfy one or more of the Professional criteria will lose 10 championship points from the overall and class championship score for the car they are entered to drive.

1.3.6.1 PROFESSIONAL (PRO) A "Professional" driver must satisfy one or more of the following criteria:

- Currently an FIA Grade Silver or above, Is earning money as a racing driver and/or is actively involved in and earning money from race coaching.

- Has won races in notable national single driver series such as (not an exhaustive list), BTCC, Porsche Carrera Cup GB, British F4, British Rally Championship
- Has been competitive in regional or world level series such as (not an exhaustive list) GT World Challenge, WEC, GP3, GP2, Formula Regional, Indy NXT
- Is currently, or has been in the last 5 years an OEM 'Factory' supported or employed driver or is on an OEM 'Factory' supported 'Young Driver/Junior' type programme
- Their own social media and virtual presence identifies them as a Professional Driver or an aspiring career driver and not a hobbyist.

1.3.6.2 AMATEUR (AM) An "Amateur" driver must satisfy ALL of the following criteria:

- Driving purely for sport not commercial gain.
- A driver for whom their earnings do not originate from the driving of racing cars or coaching to drive racing cars.

1.3.7 No Professional driver may drive on his or her own and no entry can be "fully" driven by a professional driver. No more than one Professional driver can drive in any single entry in each event. No Professional driver may set a qualifying time.

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

1.3.9 Drivers aged 60 or over at the start of the 2024 season may be exempt from the criteria set out in Art.1.3.7 above at the BECO sole discretion.

1.3.10 Each competitor may be requested to complete a BESI. This form will enable the organiser to build a picture of the sustainability of the championship and offer advice going forwards for how competitors and BEC can reduce the environmental impact of the championship and motorsport in general.

1.4 CHAMPIONSHIP REGISTRATION

1.4.1 All Entrants must register for the Championship by completing the on-line Registration Form and paying the Registration Fee to the BECC (claire@britcar-endurance.com) prior to the Final Closing date for the first round being entered.

1.4.2 The Registration Fee for the 2024 BEC is £1600.00 + VAT for the season per vehicle this includes membership for 2 drivers. Any additional drivers will need to pay a membership of £150 plus VAT. Entrants may enter individual races without paying the Championship Registration fee. See 1.4.2.2, 1.4.2.3 and 1.4.2.4 for details. Competitors may not register for the championship if they are only competing in the final round.

- 1.4.2.1 Cars which do not meet the criteria for the classes defined in these regulations MAY be accepted by the organisers under exceptional circumstances and will be classed as a "Guest Competitor" and are not eligible for any class awards or points.
- 1.4.2.2 An "Invitation" entry fee, and entry fee for "Guest Competitor" race entries who are not registered for the championship will be £350 (plus VAT) more than the stated entry fee.
- 1.4.2.3 Cars entered into any race as a one-off event will be classed as an "Invitation" entry within the class they are technically eligible to compete within, they will get trophies relative to their race finishing position in their class. "Invitation" entries will be invisible with regards to awarding of championship points to registered competitors. For example, if an "Invitation" entry finishes in 2nd position and a registered championship competitor finishes in 3rd position, the "Invitation" entry becomes invisible with regards to points so the registered competitor finishing in 3rd place receives points for 2nd place, but the "Invitation" entry receives the trophy for 2nd place. Cars entered as "Invitation" will 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. Invitation cars will also be subject to Pitstop Penalties as described in 2.9.5.1
- 1.4.3 All payment details are available in Championship Regulation Art. 6.4
- 1.4.3.1 All Registration Payments are Non-Refundable.
- 1.4.4 A deposit will be required 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 £500 +VAT per round is required. All payment details are available in Championship Regulation Art. 6.4. The first 10 teams who pay deposits for all Championship rounds will get the choice of garages on a first come first served basis.
- 1.4.4.1 All deposits are Non-Refundable.
- 1.4.5 Registrations & deposits will be accepted from 1st December 2023 until the closing date for each round. Any money paid is non-transferable between events, vehicles and/or teams.
- 1.4.6 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 team's first race weekend. It is the Competitors responsibility to ensure the appropriate race numbers and correct decals are placed (where required by the BECO) prior to any BEC track sessions. Numbers over 99 will be allowed with permission from the BECO via the BECC .
- 1.4.7 The BECO jointly and severally reserve the right to add more Championship decal stickers to the vehicles from their new sponsors during the season.

- 1.4.8 Championship decals car layout plans are stipulated in Championship Regulation Art. 6.1.6
- 1.4.9 All Competitors registered will receive one full set of decals for their vehicle and 6 team pit crew Identification bands (as described in 2.8.12) (maximum one set per car). Any replacements required will be available by contacting the BEC 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.
- 1.4.10 Each Competitor will also receive the 'Championship Logo' & 'Goodyear' Cloth Overall badge which must be permanently affixed to their race overalls in accordance with Championship Regulation Art.6.2.
- 1.4.11 Outstanding Championship balance monies must be received as clear funds in the BEL 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 may 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 BECO must only be remitted from a fully traceable European clearing bank.
- 1.4.14 All Competitors are required to use a Race Technology RTSS datalogger registered with the BECO. The championship will use Race Technology RTSS data loggers in all classes 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 BECO 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. Loggers can be rented from the BEC at a cost of £1350 +VAT for the 2024 season. If you already have a Race Technology RTSS datalogger system in your car please contact the TM, David Hornsey, at the address below to determine compatibility with the current scrutineering system. Contact david@britcar-endurance.com

1.5 CHAMPIONSHIP EVENTS

1.5.1 The British Endurance Championship will be contested over the following races:-

DATE	CIRCUIT	RACE LENGTH	CLUB
29 th March	Donington	120min	BARC
13 th April	Snetterton	120min	BARC
15 th June	Silverstone	120min	BARC
6 th July	Oulton Park	120min	BARC
10 th August	Donington	120min	BARC
14 th September	Snetterton	120min	BARC

1.5.2 6 Rounds with 6 to count towards the BEC

1.5.3 If an event is cancelled due to unforeseen circumstances beyond BEL's control (Force Majeure) then the BECO will endeavour to replace it with another event (Motorsport UK General Regulation Q.7.11) but if not the Championship points / rounds will be re-adjusted in accordance with the current Motorsports UK General Regulation D.11.2.

1.5.4 Testing is available at each circuit the day before each of the events (except Donington). Competitors can book testing direct with BEC, but any test fees not paid in full or part will render the booking void and competitors will not be able to sign on. Prices are to be confirmed and will vary at each track. Please contact BECO Claire Hedley on 01428 288008 or claire@britcar-endurance.com.

1.5.5 There are no testing restrictions.

1.6 CLASSES

1.6.1 The cars will be classified using the BEPI system and if relevant the manufacturers homologation document in the case of GT3, GT4, WTCC, and BTCC cars. The BECO reserve the right to amend the BEPI result if actual vehicle performance justifies it.

1.6.1.2 The BEPI can be accessed at british-endurance-championship.com/bepi/ . Any technical queries about vehicles entered should be directed to the TM at david@britcar-endurance.com. The BEPI system and the class classification is explained in the Technical Regulations.

1.6.1.3 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 TM David Hornsey david@britcar-endurance.com

1.6.2

Class A	Cars built to GT3 specification with a latest homologation date after 31 st December 2019 plus cars of similar performance and balanced using our own Balance of Performance (BoP)
Class B	Cars built to Modern GT2, Lamborghini Super Trofeo, Ferrari 488 Challenge, Porsche 992 Cup specification, GT3 cars with a latest homologation of 31 st December 2019 or earlier (plus homologation GT3-025, GT3-030, GT3-034, GT3-036, GT3-037 and GT3-043) and non-homologated cars with a BEPI score 155 -195. Class B cars are subject to our own BoP in addition to the cars meeting the BEPI score.
Class C	Cars built to 458 Challenge and Porsche 991 Cup specification and non-homologated cars with a BEPI score 133.01-154.99. Class C cars are subject to our own BoP in addition to the cars meeting the BEPI score.
Class D	Cars built to GT4 specification with a latest homologation date after 31 st December 2019 and balanced using our own BoP,
Class E	Touring Cars with maximum 2 litre naturally aspirated or forced induction engine. May be based upon a 'Works' manufactured racing car or a replica of the same. Includes cars built to TCR, BTCC, WTCC, SuperCopa Cup, 308 Cup and similar running to these regulations and balanced using our own BoP
Class F	Cars meeting a maximum BEPI score of 133 and cars built to GT4 specification with a latest homologation date before 31 st December 2019 and balanced using our own BoP
Class G	Ginetta G55 Supercup cars
Class H	Closed wheel, production based cars of any performance level that complies with the overall BEPI formula but which are not powered exclusively by Internal Combustion Engine (ICE). Class H cars are not eligible for the overall Championship but are eligible for their own class awards.

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

CLASS A	RED
CLASS B	GREEN
CLASS C	YELLOW
CLASS D	BLUE
CLASS E	BLACK
CLASS F	WHITE
CLASS G	ORANGE
CLASS H	PURPLE



1.7 SCORING

- 1.7.1 All entries must have registered for the Championship, submitted a Technical Declaration on the online BEPI (before their first round) and they must have paid a registration to gain championship points. Competitors in Class H are not counted towards the overall championship but may receive points towards their own class championship if they comply with 1.7.2 and 1.7.3.
- 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 to the entry (car) over the course of the season. There are no separate drivers points or awards. For a car to receive points it must have a clear "consistency" to the previous round as detailed in 1.7.3.1 and 1.7.3.2. If a car breaks consistency it will be given a new number and will score points against that new number going forwards until it either breaks "consistency" again or returns to a previous "consistency" where it will score points against that respective number. Points will be awarded in accordance with these Championship Regulations following the conclusion of all Judicial matters as per the Motorsport UK General Regulations.
- 1.7.3.1 There are 4 elements which make up an entry from a Championship perspective:
- Entrants license under which the car is entered.
 - Chassis number the championship entry is for
 - Team Manager running the car
 - One Driver
- 1.7.3.2 Any entry must be able to show "consistency" from round to round. "Consistency" is described in the championship as follows: Three (3) elements from those detailed in 1.7.3.1 MUST be the same as the previous round. For example, if a team replaces their car then the Entrants license, Team Manager and one of the drivers must remain.
- 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 conditions, then half points will be awarded, based upon the grid positions for the race(s).
- 1.7.5 Championship Points for the **2024** season are accrued based on the finishing positions in class as defined in 1.7.5.2. To qualify to score points Competitors 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 Competitors 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

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

1.7.6 There must be minimum of three 2024 Registered Competitors in class at each round to receive Full Championship points as stated in 1.7.5

1.7.7 If there are less than three 2024 Registered Competitors in class then they will receive the following points: -
1st Place 25 points
2nd Place 20 points
Championship Regulation Art. 1.7.3 and 1.7.5 still applies.

1.7.8 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.

1.7.9 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.

1.7.10.1 To change a vehicle the competitor must inform the BECO and the CES via the official Vehicle Change Form (See Appendix B). Contact the BECC for a copy of this form claire@britcar-endurance.com

1.7.10.2 As long as the BECO and the CES 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. They may return to the originally entered car at any time.

1.7.10.3 If the replacement car is only eligible for another class within the championship it may be raced in the originally entered class for ONE event only. If the replacement car is used at a subsequent event it will be moved into the class it is eligible for. For example, if a team replaces its Class A car with a car that would normally be eligible for Class B they may race it in Class A for one event only. If they race this car at subsequent events it will be moved to Class B.



- 1.7.10.4 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 vehicle moves 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 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. If two drivers set an identical time, the additional point will be awarded to the fastest lap time as indicated by the official timekeeper on the published results.
- 1.7.14 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.
- 1.17.15 In the event of dropped scores being implemented, any Competitor disqualified from the results of any race cannot drop that results and will be counted towards their championship standings.

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 overall race and podium winners will be presented trophies in Parc Ferme or 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 British Endurance Championship Hospitality Race Centre. Drivers are reminded that the podium presentation is part of the event and the Championship asks all to attend. Entrants or their representatives not attending prize giving ceremonies will forfeit receipt of their respective trophies.



1.8.3 British Endurance Championship Trophies will be awarded for the races as follows:-

** Trophies for the drivers of the cars placed 1st, 2nd and 3rd overall (2 trophies to be supplied per position)

** Sponsors caps to the 1st, 2nd and 3rd overall (2 caps to be supplied per position)

** Celebratory bottles to 1st overall

** Trophies for the drivers of the cars coming 1st, 2nd and 3rd in a class (2 trophies to be supplied per position)

1.8.4 British Endurance Championship Outstanding Achievement of the Weekend award – Decided by the Championship Organiser.

1.8.5 Additional trophies and awards may be made by and will be detailed within an official championship bulletin.

1.8.6 End of Season: - The British Endurance Championship awards will be issued at the awards presentation event at the End of the Season. The date and venue to be advised.

1.8.7 The following trophies will be awarded at the End of Season:

- Trophies to 1st, 2nd and 3rd Overall (maximum 2 trophies per car).
- Celebratory bottles to 1st, 2nd and 3rd Overall (maximum 2 bottles per car).
- Trophies to 1st, 2nd and 3rd in each Class (maximum 2 trophies per car)
- Driver of the Year
- Team of the Year
- Rookie Driver of the Year
- Sunoco Efficiency Award awarded to the team best fulfilling the criteria set out in 1.8.10.

1.8.8 Additional Trophies:-

- The Cowell Cup - Services to Britcar Endurance Ltd
- The Brian Jones Trophy Media / Photographer of the Year - Britcar Endurance Ltd

1.8.9 Drivers are reminded that the End of Year presentation is part of the Championship and it is requested that all teams attend. Entrants or their representatives not attending the end of year prize giving ceremony will forfeit receipt of their respective trophies. Any teams requiring additional trophies can request these from the Championship Co-ordinator, there may be a charge for this.



- 1.8.10 Sunoco Efficiency Award is awarded to the most efficient entrant relative to their performance. It is open to any entrant who purchases fuel through Sunoco/Anglo American Oil and uses this fuel to race in the British Endurance Championship. The entrant must compete in a minimum of two rounds to be eligible. If entrants satisfy the above criteria they will be automatically entered into this Award. The formula gives a score of efficiency per km with the best efficiency being awarded the prize.

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.

2.1 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 14 calendar days before the start of each event. Incorrect or incomplete entries will be held in abeyance until they are correct and complete. Any teams not paying on time may, at the BECO sole discretion, be refused entry to the event, risk losing Championship Points or a £500 (plus VAT) Late Payment fine
- 2.1.2 Driver and team information should be lodged with the BECO in writing by 12 noon, a minimum of 7 calendar days before an event to enable the information to be included in the official program.
- 2.1.3 Withdrawal or alterations to an entry made after acceptance of any entry must be notified to the BECO in writing. Motorsport UK General Regulation D25.1.12 applies.
- 2.1.4 The deadline for any amendments is 6pm on the Friday before each event and may be accepted or refused at the sole discretion of the BECO.
- 2.1.5 Reserves are to be nominated on the Final List of Entries published with the Final Instructions or Event 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 CCoC.
- 2.1.6 There will be no refund of the balance of entry fees, less deposits, if an entrant withdraws after 12pm on the Wednesday prior to the respective race meeting. The refund of the balance of entry fees, less deposits, is at the sole discretion of the BECO.
- 2.1.7 Late Final entries are accepted up to 6pm on the Friday of an event however such entries may be subject to a late entry charge.
- 2.1.8 The BECO, at their sole discretion, reserve the right to accept entries for cars which do not fit into the classification. Such cars may be restricted by the CES and may be placed on the RESERVE list as the Championship eligible cars will be given priority. If space permits they will race under an Guest title (1.4.2). No points or trophies will be gained.

2.2 BRIEFINGS

- 2.2.1 The BECO 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 electronic 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 CCoC 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.
- 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 2024 (Bluebook).

2.4 FREE PRACTICE / QUALIFICATION

- 2.4.1 After the end of free practice the chequered flag will be shown at the start line to indicate that FREE PRACTICE has finished and QUALIFYING has begun. This will also be put on the TSL timing screen and for information only on the Team Managers WhatsApp Group.
- 2.4.2 In combined Free Practice/Warm Up and Qualifying each entered driver must complete a minimum of 3 laps 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 race. No Professional driver may set a time in the qualifying session. The qualifying time must be set by the nominated AM driver (see 1.3.6 for definitions).

- 2.4.4 In a multi driver team all drivers must sign on for that entry with the relevant licence level for that class. They must all qualify the car in the appropriate session or at a time agreed with the CCoC.
- 2.4.5 The CCoC 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 10 mins per round plus a minimum of 1 x 20min free practice/warm up which will count towards all drivers 3 eligibility laps (Art. 2.4.2 and General Regulation Q12.4) that feature purely day races and 1 x 10 mins day qualifying and 1 x 30mins night practice which will count towards all drivers 3 eligibility laps (Art. 2.4.2 and General Regulation Q12.4) for rounds that feature night races.
- 2.4.7 Should any qualifying session be disrupted the CCoC 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 CCoC 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 BAO. 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 through to the cessation of Parc Ferme which will be notified to all teams via the Team Manager Whatsapp group chat.
- 2.4.9 Vehicles may be weighed or checked for eligibility at any time at the discretion of the designated CES.

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 CCoC 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 the CES or their assistant.
- 2.5.3 Teams need to be able to advise a BAO which driver is in the car at any point when requested.

2.6 STARTS

- 2.6.1 No Professional driver may start the race. In an AM / AM team either driver may start the race (a Professional driver is described in 1.3.7)
- 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 join the green flag lap at the back of the grid. The car may not return to its original starting position and must start from the back of the grid.
- 2.6.2.1 All teams must send one member of their team per car to the access point from the pitlane to the grid BEFORE the pitlane opens. This person will assist their driver to find their correct grid position.
- 2.6.2.2 The only equipment allowed onto the grid is equipment to raise the car off the ground and additional starting equipment. Tyre warmers are expressly forbidden.
- 2.6.2.3 Cars will form up in their correct grid positions and must be aided by one member of their team (see 2.6.2.1) to help/assist them into the correct position. Once all cars are formed up on the grid the gates to the pitlane will open for the Grid Walk.
- 2.6.2.4 The Grid Walk will last a maximum of 10 minutes and the end will be signalled by marshals and British Endurance Championship personnel. The safety of all team members and team guests on the Grid Walk is the responsibility of the respective team. All team members and guests must leave the grid once the Grid Walk has finished.
- 2.6.2.5 The green flag laps will commence as soon as possible after the grid is cleared, any car not in its grid position at this time will remain at the rear of the grid or be a pit lane starter.
- 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.
 - All races will have 2 Green Flag laps. The race clock will begin at the commencement of the second Green Flag lap.
- 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 CCoC and the team may receive a penalty.
- 2.6.8 The BECO reserve the right to employ an alternative starting procedure.

2.7 RACE STOP / RED FLAG

- 2.7.1 As per the current Motorsport UK General Regulations.
- 2.7.2 Should a Red Flag/Light be required to stop any race or practise, RED LIGHTS will be switched on at the start line and Red Flags will be shown at the Start line and all Marshal Signalling Points around the track. 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 LANE 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 pitlane to enter or exit their pit box. Cars using the slow lane to traverse an unreasonable proportion of the length of the pitlane will be subject to penalty.
- 2.8.3 Penalties up to and inclusive of Disqualification from the meeting, attracting mandatory points on entrant and/or competitor's licence and financial fines will be imposed for transgressing the regulations, the severity of the penalty is at the discretion of the CCoC .
- 2.8.4 Only team personnel wearing the BEC 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 or BEC 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 signalling on the pit wall is limited to a maximum of three team personnel. The pit wall is the only place where signalling to drivers is permitted. 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 refuelling 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.

- 2.8.11.1 The location of the 'Pit Lane' line will be notified via an event bulletin and advised by the Team Managers WhatsApp group before qualifying.
- 2.8.11.2 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 BEC 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 5 – For Mechanics working on the car. Gives access to the pitlane apron and the pitwall .
- White x 1 – For the pitlane car controller. This gives access to the pitlane apron and the pitwall (see 2.8.14 for restrictions).
- 2.8.13 Arm bands not worn on the arm or personnel in the pitlane or on the pitwall without an armband (including drivers) will incur a penalty for the competing car at the discretion of the CCoC (See 2.8.12 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. 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 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 (2.8.15).
- 2.8.17 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.

All garages must be vacated by the time specified in the Supplementary Regulations or Final Instructions for that event.

- 2.8.18 Relay Teams may have completed all the necessary refuelling and maintenance required on a car while their team car is on track. They may use their mandatory pitstop to swap from one vehicle to another in the pitlane or to perform a pitstop on one car and return it directly to the race (2.9.19)

2.9 PIT STOPS

- 2.9.1 All teams with the exception of cars in Class H 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

Race time refers to the Advertised race time	Number of Pit Stops
Races UPTO 120 mins	2 STOPS

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

2.9.4 The Mandatory Pitstop Time will be the Pitlane Transit Time in addition to a stationary time of approximately 110 seconds. As such the total pitstop time will vary from circuit to circuit depending on the pitlane transit time. The Mandatory Pitstop Time will be as listed in the table in 2.9.5 . Any amendment to the Standard Pit Stop time will be notified to the Competitors by Event 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 The Mandatory Pitstop Times will be as follows at the following tracks. These Mandatory Pitstop Times do not include any success or BoP additional time.

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

2.9.5.1 All cars will be subject to pitstop success penalties based on class finishing positions in prior races. Penalties will apply to all subsequent races. The extra pitstop time must be applied in whole to ONE of the mandatory pitstops. The other Mandatory Pitstop is at the standard pitstop time. It is the competitors choice which pitstop they apply any penalty to but it must ALL be applied to one stop and the duration of the penalty CANNOT be shared over both pitstops. The maximum penalty any competitor may carry is an additional 45 seconds. Pitstop penalties are cumulative throughout the season up to this maximum. Pitstop penalty times will only be applied to classified finishers as per the official final results posted by the official timekeepers following the meeting.

- 1st – 15 seconds
- 2nd – 10 seconds
- 3rd – 5 seconds
- 5th or lower – Loose all your previous accumulation to a minimum of the mandatory pitstop length for the respective race.

2.9.5.2 For cars competing as an invitation or Guest Competitor car in their first race in the championship season the Mandatory Pitstop Times will be the same as the standard mandatory pitstop for that venue, plus any additional BoP time for the car in question for one pitstop and for the other pitstop it will be the mandatory pitstop time for that venue, plus any BoP pitstop time for that model of car plus the highest amount of pitstop penalties currently awarded to other competitors in that class (or all cars in the case of a Guest Competitor) (see 2.9.5.1). For example, if an invitation car races in round 3 in class B and another competitor has already won both rounds 1 and 2 in class B the mandatory pitstop time for one of the pitstops will be 140 seconds and for the other stop will be 170 seconds (140 + the pitstop penalties of 2 x 15 seconds)

- 2.9.6 There will be a Pit Window for all races during which all Mandatory Pit Stops must be completed.
- 2.9.7 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. For example in a 2 hour race the pit window will open after 20mins and close after 100mins of the race duration. Time will be taken from the pit entry timing line.
- 2.9.8 In a multi driver entry , no one driver may do more than 60% of the race length
- 2.9.9 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.
- 2.9.10 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 (Championship Regulation 4.2).
- 2.9.11 Judges of fact will be monitoring pit stops and reporting any infringements to the CCoC .
- 2.9.12 Any Pit Stop must be under control of the Team Manager who must be able to record who is in the car being driven on the circuit at any given time. Teams must advise the Pit Lane Marshal or a BEC Pit Lane Team Member which driver is in the car once a driver change done if asked.
- 2.9.13 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 Grid Positions.
- 2.9.14 No protest or appeal will be accepted as to the possible effects of the use of the provisional classification.
- 2.9.15 Classes may be split and new Standard Pit Stop times issued at the BECO discretion.
- 2.9.16 For teams competing as a relay: Cars entering the pitlane with the intention of handing over to another car in the relay team must report to Parc Ferme immediately upon entering the pitlane before returning to their garage via the paddock. The next car in the relay may not exit their garage until the preceding car has passed their pit garage on their way to scrutineering. The car leaving the garage will be deemed to have refuelled/recharged with regards 2.11.9, 2.11.10 and 2.11.11. Cars in a relay team entering the pitlane with the intention of continuing on track immediately after their pitstop will be regarded as a single car entry with regards pitstop regulations.

2.9.17 ADDITIONAL STOPS

2.9.17.1 Any additional stops that requires refueling is the same duration as a Mandatory Pit Stop. Any further pit stops that do not require refueling are not time limited.

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.

2.10.8 Entrants wishing to use non petrol/diesel/synthetic petrol fuels must confirm their requirements a minimum of 6 weeks prior to the event they wish to enter to enable appropriate storage and supply of fuels to be implemented.

2.11 REFUELLING AND RECHARGING REGULATIONS

2.11.1 Refuelling/recharging 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 refuelling systems in compliance with Motorsport UK General Regulations for Circuit Racing Q12.25.2 fuel cans and funnels may be used to refuel with petrol/diesel/synthetic petrol fuels only but must be fuelled in the team garage under supervision of the team manager during the pit stop plus a Motorsport UK Event Scrutineer must be advised that this refuelling will be taking place. The garage door, pit lane side, must be open and the door at the rear must be closed. All other refuelling regulations must be adhered to. During any refuelling in the garage, the garage will be regarded as the pitlane with regards personnel, including the neighbouring garage of each pair, as such no under 16s will be allowed in the garages during refuelling.
- 2.11.3 During refuelling the vehicle must have its engine switched off and must be on its wheels and not on jacks.
- 2.11.4 Exhaust pipes and/or hot brake material in the proximity of the refuelling or venting connectors must be covered with flame-resistant material.
- 2.11.5 In all lanes in the Pit Lane, where a vehicle may roll from its stopped position, a suitable wheel chock is required.
- 2.11.6 During any refuelling operation in the pit lane, the designated Refueller 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. In addition, they must wear flameproof socks, full length under trousers and undershirt to FIA regulations and goggles to K11.2
- 2.11.7 No other work may be carried out whilst refuelling is taking place. The driver may only get back in the vehicle when refuelling has finished.
- 2.11.8 No refuelling may take place during any official qualification session. Cars must be fuelled sufficiently before the session and may not refuel until all cars are released from Parc Ferme conditions after the session.
- 2.11.9 From the moment that the Safety Car is deployed (as indicated by the notification on the timing screen) 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
- 2.11.10 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.
- 2.11.11 During a race, relay entries will be deemed to have refuelled if they either refuel a single car or change cars during a pitstop (2.9.16) therefore 2.11.9 and 2.11.10 applies.
- 2.11.12 Failure to comply with above regulations will incur penalties as listed in Championship Regulation 4.2.





2.12 RE-FUELLING QUANTITY

2.12.1 Refuelling/re-charging quantity in each pitstop is free

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.

2.13.3 The end of race will be signalled by the chequered flag or the Sunoco Chequered Flag as shown below:



2.14 PARC FERME

- 2.14.1 At the end of every practice session, qualifying session or race, all competing vehicles must go to the designated Parc Ferme area unless given special dispensation by the CES 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 CES. Admission to the Parc Ferme area is only allowed for the competing vehicle, its driver(s) and officials. No other person may enter the area unless invited to do so by the CES.
- 2.14.4 After all sessions, the garages are designated Parc Ferme area until cars are released by CES. Cars may only be worked upon in the garages after permission has been given by the CES
- 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 CES may request a team contravene the above Parc Ferme Restrictions to enable checking of technical compliancy. Any team requested to contravene the above regulations may only do it under the direct observation of the CES 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 up to and including disqualification.
- 2.14.7 After qualifying and races the onboard camera SD card must be removed and handed to the BEC appointed Official in Parc Ferme. See 5.23

2.15 RESULTS

- 2.15.1 All Official Timesheets, Grids, Race Results are deemed 'provisional' until all vehicles are released from Parc Ferme by the CES after post practice/race scrutineering and/or after completion of any judicial or technical procedures.
- 2.15.2 Competitors are reminded of Motorsport UK General Regulation W.2.1.8.

2.16 TIMING MODULES AND RADIOS & CAMERAS

2.16.1 All competing vehicles must have fitted for all official test, practice, qualifying and race sessions a transponder system capable of transmitting driver ID for all drivers. These are available for purchase from TSL-Timing. The below transponders are recommended however any other unit approved by TSL Timing with a driver ID function that is changeable mid-session may be used;

- Mylaps X2 Direct Transponder with X2 driver ID system installed.
- Mylaps TR2 Direct Transponder with X2 (TR2 compatible modification required) Driver ID System.

Entrants must notify the organisers of which driver in their car is assigned to which Driver ID prior to the first official session of the race meeting.

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

2.16.3 Competitors or teams must not place any electronic timing equipment within 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)

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

2.16.5 It is mandatory that all cars run "In Car Cameras"

2.16.6 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 must include the steering wheel, show the track ahead of the vehicle with a field of vision of approx. 100 meters, the driver and either the dashboard displaying the driver's race number and championship logo on the supplied dashboard sticker or a graphic overlay on the screen showing the driver's race number and championship logo.

2.16.7 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 CES. Motorsport UK General Regulation J. 5.21 applies.

2.16.8 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.

- 2.16.9 The memory card may be requested by the BECO or by the CCoC 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 BECO . Failure to provide the footage may lead to disciplinary measures as detailed in Championship Regulation Art.4.2 by the CCoC and may prejudice their defence in the case of an incident.
- 2.16.10 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 BEC 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 CCoC and may be subject to a financial penalty as detailed in Championship Regulation Art.4.2. These cards must clearly marked with the car number.
- 2.16.11 In races scheduled to last longer than 1 hour, teams may be required to provide onboard camera footage to the CCoC 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 BEC personnel after the stop. Competitors are reminded that they must still be able to comply with Championship Regulation 2.14.7, 5.23.1, 5.23.2, 5.23.4, 5.23.5, 5.23.6 and 5.23.9 at all times during competition.
- 2.16.12 The video cards will be returned to the teams once the CCoC has completed his investigations.
- 2.16.13 Cards may not be returned before the next on track session. As such teams must make sure there is a replacement card installed and fully operational for the next session.
- 2.16.14 Please also be aware of the intellectual property ownership rights referred to in Championship Regulation Art.6.3.
- 2.16.15 The use of this camera footage should not be used on Social Media to bring the Championship into disrepute or to engage a personal vendetta.

2.17 SAFETY CAR

- 2.17.1 Safety Car operation will be in accordance with current Motorsport UK Yearbook, Section Q, Appendix 3. 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 may 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 CCoC, may be used in free practice, qualifying and night familiarisation.



2.18 JUDICIAL PROCEDURE

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



3 DRIVING STANDARDS & COMPETITOR / TEAM MEMBER BEHAVIOUR

- 3.1 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 BECO 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 well-being 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 BECC 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 CCoC who will take appropriate action as necessary.
- 3.3 Competitors who bring the BEC, the BECO, 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 disqualify the team and/or driver from the BEC until further notice.
- 3.5 No abusive language or actions will be tolerated towards any BECO' employee, Volunteer, Contractor or Guest in any form. All incidents of this nature will be reported to the CCoC.
- 3.6 The BEC requires conformity with Motorsport UK General Regulation A.10 (all parts) at all times.
- 3.7 The BECO reserve the right to decline an entry on receipt of a complaint.

4 SPECIFIC CHAMPIONSHIP PENALTIES

- 4.1.1 Penalties issued will be 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 CCoC 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 CCoC. The actual penalty received may differ at the CCoC discretion, based on circumstance. A time penalty may be issued by the CCoC after the race if there is insufficient time during the race to advise of or serve a penalty.

4.2 INFRINGEMENTS & PENALTIES

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 2.11.7	Black Flag	Drive Through penalty
F - Refuelling during Safety Car Period 2.11.9-2.11.11	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 – 2.9.5	n/a	Stop and Go for 1 second every 1 second under the allotted pit stop.
I - Not stopping for the minimum number of mandatory pit stops during pit window 2.9.2	n/a	Stop and Go for 1 second every 1 second outside the allotted pit stop
J - Overtaking the Safety Car without authorisation	Disqualification	Stop and Go for 120 seconds
K – Failure to adhere to 6.1 regarding the incorrect or incomplete display of Championship decals or the display of competing decals at any point during the race meeting	£250 fine.	£250 fine.
L – Failure to adhere to 6.2 regarding the incorrect or incomplete display of Championship badges or the display of competing badges/logos at any point during the race meeting	£250 fine.	£250 fine.
M – Failure to provide video footage after a session 5.23	£250 fine.	£250 fine.
N – Infringement of Parc Ferme regulations 2.14	Removal of Qualifying Time and £500 fine	Disqualification
O – 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
P – 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.
Q - 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 British Endurance Championship website”.

5.2 CLASSIFICATION AND BEPI

5.2.1 Cars are split into their respective classes by the BEPI system or by their vehicle homologation documents.

5.2.2 The BEPI figure is achieved by entering vehicle data into the BEPI calculator which can be found at british-endurance-championship.com/bepi/

5.2.3 The BEPI is used as the entry form to the race and 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 BEPI is a guideline to the cars classification and this is hosted on our website but the final BEPI figure will be determined by BECO. If you wish to discuss your BEPI classification and how to maximise your car in your class please contact the TM (david@britcar-endurance.com)

5.2.5 BECO reserves the right to alter and modify the BEPI as necessary.

5.2.6 Additional Championship or Event Bulletins will be issued to confirm particular cars BOP.

5.2.7 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 of manufacturer built homologated cars with dyno-defeat systems installed, a manufacturer supplied power and torque graph or figure from official manufacturer documentation.

5.2.8 Each competitor will submit the information about their vehicle by closing date before their first race weekend via the championships BEPI registration system available online at british-endurance-championship.com/bepi/

5.2.9 Any changes to the BEPI must be reported to the organisers before being allowed to qualify and race. The specification detailed on the BEPI will be used by the CES to confirm the eligibility of the vehicle against the class entered. An electronic copy of the BEPI will be held by the BECO and used as reference material.

5.2.10 **BECO** reserves the right to add ballast, pit stop times and mandate intake restrictors or ride height at any point during the season.

5.3 SAFETY REQUIREMENTS

5.3.1 As per current Motorsport UK General Regulations Section K and appendices will apply to all vehicle and personnel equipment.

5.3.2 As per current Motorsport UK General Regulations the Minimum General construction requirements of competition vehicles and racing vehicles will be applied as listed in sections J and Q respectively.

5.4 ELIGIBILITY OF COMPETING CAR

5.4.1 The championship is open to any GT car or Production saloon car provided they meet the championship requirements. Open wheeled cars are prohibited. Class G is for Ginetta G55 Supercup cars only. See 1.6.2

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 G55. Decisions on the eligibility of a car model is to be determined by BECO 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 BECO via the BEPI.

5.4.5 Cars in Class E are limited to front or rear wheel drive cars originally built to TCR, WTCC, BTCC, Peugeot 308 Cup or SEAT SuperCopa regulations or recreations of such cars and now meeting the technical specifications laid out in these regulations.

- 5.4.6 Cars in Class G must conform to the specifications and dimensions of the Ginetta G55 Supercup as supplied by Ginetta Cars. Some parts as detailed in the following regulations must be OEM Ginetta supplied parts and must carry the appropriate Ginetta part numbers. All other parts may be pattern or reproduction parts.
- 5.4.7 In the event of any dispute, the competitor may submit the manufacturer's official homologation documentation from the road-based car, an FIA or Motorsport UK Technical Passport as reference.

5.5 EXAMINATION OF VEHICLES

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

BECO 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 selection being made the competitor shall immediately place the vehicle under the control of the CES and be deemed to have permitted all such scrutineering, examination and testing as BECO may reasonably require to be undertaken. BECO 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 CES in conjunction with BECO. If BECO 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 CES 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) BECO 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 CES or by testing the car on a designated fixed or mobile rolling road test equipment.

- e) The championship will use Race Technology RTSS data loggers in all classes, 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 BECO 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 TM 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 their car. This number will be used to calculate power based on data from the 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 a CdA value can be supplied by BECO. Once this number is entered onto your official paperwork it may only be changed following proof supplied by the competitor.

- 5.5.2 The Race Technology Dataloggers are available to rent from Britcar Endurance Limited. Please contact david@britcar-endurance.com to order your logger.
- 5.5.3 The Competitor will nominate a mechanic/technician to conduct any stripping of the engine or any required component requested by the CES as per Championship Regulation Art.5.5.1 (a).
- 5.5.4 BECO reserve the right to re-inspect vehicles at any time during the course of the season.
- 5.5.5 Competitors are required to purchase and fit the Race Technology RTSS Installation Kit to their competition car to ensure the fitment of the RTSS datalogger. Failure to fit the kit to the specifications as required by Race Technology will result in the car being deemed non-compliant with the technical regulations and will be reported to the CCoC. Kits are priced at £50 paid to Britcar Endurance Ltd. To order your kit please contact Race Technology on +44 1773 537620 or sales@race-technology.com
- 5.5.6 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 CES 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.
- 5.5.7 In order to maximise equality of the performance, BECO will review the weight to power ratio coefficients after every round. Also, in order to balance performances in a fair way, the BECO 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 BECO will endeavour to balance car performance n the classification performance of vehicles. If the car is found to be ineligible or unsuitable for its class BECO 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 BECO reserves the right to use equipment to check a cars performance against their declared BEPI .

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*). In Class G the chassis may not be altered from the specification as supplied by Ginetta.

5.8 **BODYWORK & AERODYNAMICS**

- 5.8.1 Modifications Permitted.

5.8.2 **GENERAL**

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

5.8.3 **INTERNAL**

- 5.8.3.1 Seats: General Regulation J 5.3 and K 2 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 CES.
- 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
- 5.8.3.9 Cars in Class G must be fitted with the door impact foam on the drivers side using the standard kit as supplied by Ginetta.

5.8.4 EXTERIOR

- 5.8.4.1 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.
- 5.8.4.2 Cars in Class E built originally to TCR, Peugeot 308 Cup, WTCC, BTCC NGTC and Seat Supercopa regulations or are recreations of such cars may replace bodywork panels with similar parts and they must have similar dimensions as the original parts and offer no material performance advantage over the original parts.
- 5.8.4.3 Cars in Class G must remain in the specification and dimensions of the Ginetta G55 Supercup as supplied by Ginetta. Repairs may be made to the fibreglass as long as a good standard of presentation is maintained. Organisers reserve the right to reject any such repairs whether in the interests of safety, technical conformity or Championship aesthetic.

5.8.5 AERODYNAMICS

- 5.8.5.1 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.
- 5.8.5.2 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.
- 5.8.5.3 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.
- 5.8.5.4 Cars in Class E built originally to TCR, Peugeot 308 Cup, WTCC, BTCC and Seat Supercopa regulations or are recreations of such cars may replace aerodynamic devices with similar parts and they must have similar dimensions as the original parts and offer no material performance advantage over the original parts. This includes but is not limited to splitters, wings, floors, wheel arches and diffusers.
- 5.8.5.5 For cars in Class G the front splitter must remain positioned in the same plane as the floor of the vehicle. These two items must be within 0.3 degrees of each other. The front bumper must be fixed directly to the crash box.
- 5.8.5.6 Cars in class G may only use the rear wing kit as supplied by Ginetta. This must not be modified in any way and may only be adjusted using the standard limits of the rear wing. The rear wing gurney as supplied by Ginetta (part no: G55B0124) either metallic or carbon fibre may be fitted but cannot be modified in any way.

5.9 RIDE HEIGHT

5.9 All vehicles must have a minimum ride height of 40mm throughout with the driver in the car as per Motorsport UK General Regulation J 5.20.11 unless a different height is specified by a Championship or Event bulletin. CES 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 for individual makes, models or classes may be adjusted at any time via bulletins issued.

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 Hybrid electrical and pure BEV power output is free. Electrical storage and propulsion systems must comply with Blue Book regulations J Appendix 2

5.10.8 Cars entered in Class E have a maximum engine capacity of 2 litres and may be forced induction.

5.10.9 Cars in class G may only use the Ford 3.7 litre V6 in the specification and performance as supplied by Ginetta. The cars may only be fitted with either a MOTEC M800 or MOTEC M150 ECU which must not be tampered with in any way from the G55 Supercup specification as supplied by Ginetta. All ancillary items for the engine, including but not limited to: exhaust and inlet manifolds; air filter and air box; throttle body and its connections; throttle linkage; throttle return spring; fly by wire control unit or mounting must remain in the specification, dimensions and operation as specified by Ginetta, no modifications can be made or parts added or removed.

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 regulations 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.
- 5.12.3 Cars in Class G must retain the Hewland 6 speed sequential gearbox as supplied by Ginetta cars and must run the following prescribed gear ratios at all times: 1st 15:30; 2nd 15:23; 3rd 17:21; 4th 20:21; 5th 25:23; 6th 24:20. Operation of the gearbox is by the Ginetta supplied paddle shift system (part no: G50-G0222) only. The flywheel must weigh no less than 3.6kgs and the only differential allowed is the CWP limited slip differential fitted with the Drexler internal unit and a final drive ratio of 3.73.

5.13 SUSPENSION

- 5.13.1 With the exception of GT3 cars running in class A; Lamborghini Super Trofeo, Porsche 992 Cup and Ferrari 488 Challenge cars running in class B and; GT4 cars running in class D suspension is free. For the cars mentioned above the suspension springs, dampers, dimensions, position and mounting must be as per the homologation or manufacturer supplied build document for that car.
- 5.13.2 Cars in Class G may only use the following parts:
- Front ARB G50-C0115
 - Rear ARB G50-D0039
 - Lower damper bolt G50-C0054

- Front Spring 800lbs G50-800X10X46
- Rear Spring 750lbs G50-750X10X46
- Rear helper spring (only fitted to the rear) G50-D0062
- Ginetta supplied single or double adjustable dampers

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.

5.14.3 Cars in Class G may only use part number G50-J0001 on the front axle and G50-J0004 on the rear axle. These must be unmodified and spacers are not allowed.

5.15 TYRES

5.15.1 It is a requirement that all vehicles competing in the championships must qualify and race on Goodyear Tyres

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

5.15.3 It is mandatory that all entries run on 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 BECO's written agreement prior to the event as to tyre brand and specifications including compound[s]. BECO's decision in this regard will be final and in their entire discretion.

5.15.4 HP Tyres are the mandatory tyre supplier for BEC 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.

5.15.6 Maximum tyre width in Class E is 10"

5.16 WEIGHT

5.16.1 The minimum weight of the vehicle only will be determined by the cars declared BEPI form, or to comply with 5.16.2 by the latest BoP bulletin. The weight for all classes is the vehicle weight without the driver on board and 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 BECO reserves the right to ask teams to add weight to equalize the performance.

5.16.3 The minimum weight for Ginetta G55 Supercup cars in Class G is 1085kgs

5.16.4 Cars in Class E are performance balanced by power verses weight as described in the table below. The power to weight formula in this class only is based on the power at the flywheel:

- 320 bhp/tonne for cars originally built to BTCC/NGTC regulations
- 290 bhp/tonne for cars originally built to all other regulations built pre 2021 with Sequential Gearbox
- 280 bhp/tonne for cars originally built to all other regulations built 2021 onwards with Sequential gearbox
- 300 bhp/tonne for originally built to all other regulations cars with DSG gearbox
- 280 bhp/tonne for Hyundai i30 TCR (unless running a Morelli ECU whereby it is 290bhp/tonne)

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 lit to the satisfaction of the timekeepers 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 J 5.14.3.
- 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 - ICE

- 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 permitted. If fitted it must be declared and be included in the BEPI calculation.

5.19.6 For cars in class G only the following brake calipers are permitted:

- Front: Left G50-I0063; Right G55-I0068
- Rear: Left G123I-0051LP.00; Right G123I-0052RP.00

5.20 FUEL

5.20.1 Fuel Grade - **The only permitted fuel to be used is** 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". **Competitors are strongly encouraged to use fuel with a high percentage of sustainable components.**

5.20.2 Although not mandatory, Anglo American Oil Company Ltd are the BEC recommended supplier **and the recommended fuel is Sunoco FAS** 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

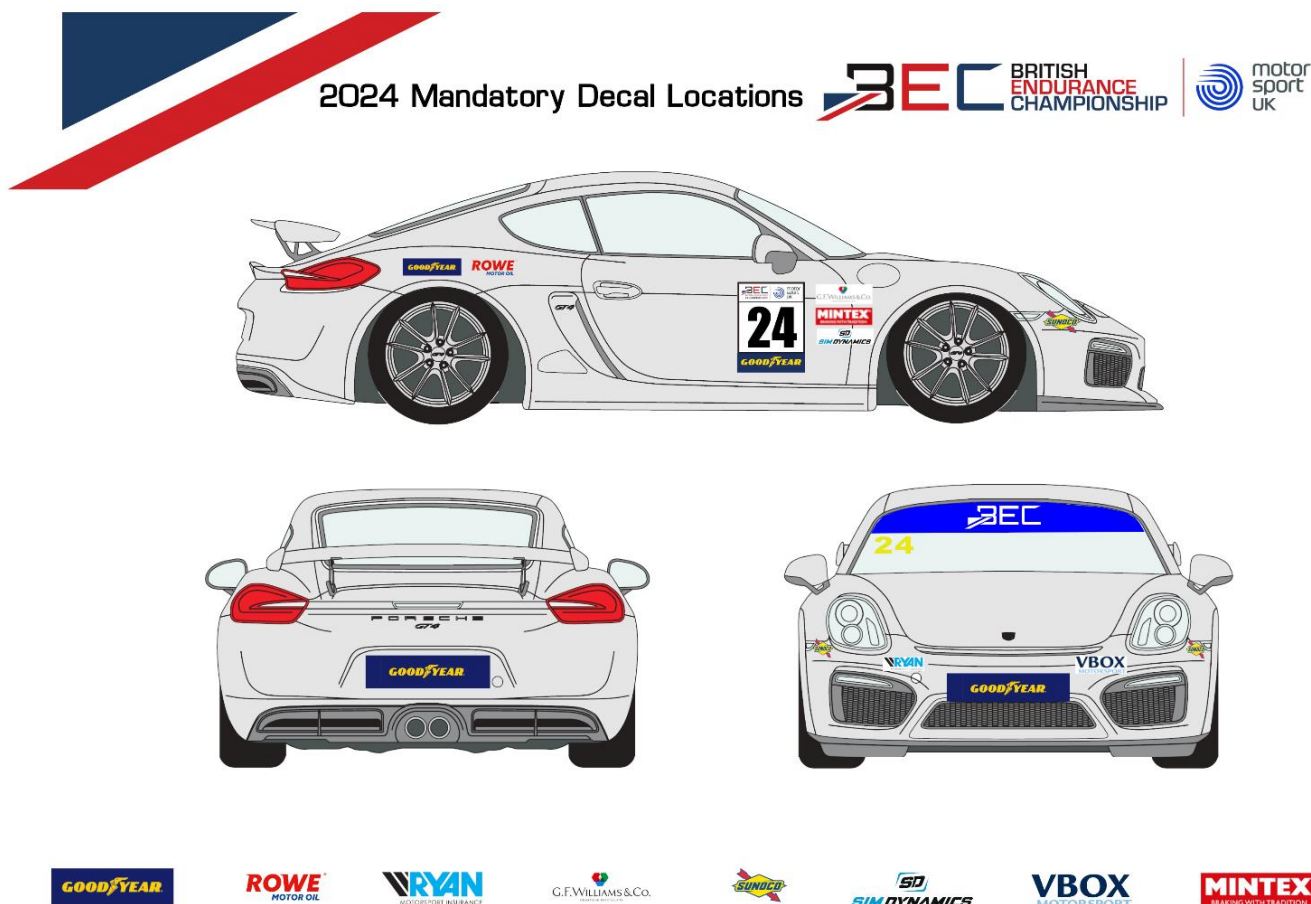
5.23.1 See Sporting Regulation Art.2.16

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 BECO.
- 6.1.2 The Entrant is responsible for acquiring the correct decals and badges and ensuring the correct placement.
- 6.1.3 The BECO reserve the right to add or delete Championship sponsors at any time; relevant new decals and/or 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 BECO.
- 6.1.4 Competition numbers must be positioned in accordance with 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 BECO 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 as per Motorsport UK General Regulation J 4.1
 - Windscreen for car competition numbers as per Motorsport UK General Regulation Q11.5 - Q11.5.2
 - Below both Headlights and both front and above the 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.

See 2024 Sponsor Decal Location map below:-



- 6.1.7 One set of championship insignia decals will be supplied by the BECO 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.
- 6.1.8 One dashboard sticker will be supplied per entry. This must be positioned so the car number and championship and sponsors logos are clearly visible by the onboard camera in the car. Competitors may substitute this with digital logos on their in car camera output. In this instance they must show the championship logo, Motorsport UK logo, Goodyear logo and vehicle number.



- 6.1.9 Any sponsorship decals, championship insignia or other branding which the BECO deem to be in conflict with the interests of BEC, their championships, their partners or their sponsors must be removed or covered on all competing cars, equipment, clothing and garage hoarding for the duration of the race meeting.

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 required logos displayed on their overalls in the specified locations. The BECO can supply badges to affix to the overalls or can supply artwork for the competitor. In the event of badges being supplied, 2 Badges will be supplied: 1 British Endurance Championship badge (Left breast) and; 1 Goodyear (Right breast). More may be required with more sponsorship.
- 6.2.2 Championship badges must be clearly visible when interviewed by TV, Circuit Commentators and during any public pit walk/autograph or appearance session, and, when interviewed, request their overalls zipped up to display championship logos.
- 6.2.3 Any sponsorship badges, championship insignia or other branding which the BECO deem to be in conflict with the interests of BEC, their championships, their partners or their sponsors must be removed or covered on all competing cars, equipment, clothing and garage hoarding for the duration of the race meeting.





Race Overall Badge Placement



6.2.4 Badges will be supplied by the BECO 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 that all teams have the Championship logo and website 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 BECO.



6.3 INTELLECTUAL, PROMOTIONAL, MERCHANDISING AND SPONSORSHIP RIGHTS

- 6.3.1 Britcar Endurance Limited have all ownership rights to the name Britcar, British Endurance Championship, BEC and the BEPI. Any use of media, video or still, must credit Britcar. Commercial use is prohibited without prior consent.
- 6.3.2 Britcar Endurance Limited does acknowledge all such intellectual property rights held by World Sport Consulting Limited in respect of their regulations for building competition cars for Touring Car Racing and associated rights in respect of TCR, and also makes it clear that there is no connection between Britcar Endurance Limited and/or the Championship and the TCR UK Touring Car Championship operated by World Sport Consulting Limited or any licensee thereof.
- 6.3.3 It is a condition precedent of entry to the BEC that the Entrant and all driver competitors grant to the BECO 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 BECO 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.
- 6.3.4 All logos used by competitors must be in its original format and scale. Any adjusts to colour and size must be approved by the BECO.
- 6.3.5 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 BECO. This includes live streaming or pre-recorded in car footage. Commercial use is prohibited without prior consent.
- 6.3.6 TCR is a registered trademark and IP describing a set of regulations for building competition cars for Touring Car Racing which is owned and implemented by WSC. Britcar and the British Endurance Championship acknowledges the IPR of TCR and WSC, and references used in these regulations to "TCR" are simply to refer to cars which were originally built to TCR regulations and now may race in the BEC under our own technical regulations.

6.4 FINANCIAL RESPONSIBILITY: RACE ENTRY AND REFUND POLICY

- 6.4.1 Competitors must complete the online entry forms. Links located on our website www.british-endurance-championship.com (under ENTRY) or by emailing Claire Hedley for details claire@britcar-endurance.com.

- 6.4.2 Payments must be made by BACS Payments. For details contact Claire Hedley on 01428 288008 or by email at claire@britcar-endurance.com .
- 6.4.3 There are no refunds on deposits paid for individual rounds or events.
- 6.4.4 No refunds or transfer of monies will apply if a circuit or the event organisers do not refund Britcar Endurance Limited.
- 6.4.5 Any team withdrawing a minimum of 7 calendar days prior to the start (first day) of an event will receive a full refund less their deposit. After this time, refunds will be provided at the sole discretion of the Championship Organiser, but no refunds will be given once an event has started.

6.5 RADIO COMMUNICATION

- 6.5.1 A Pits to driver radio system is mandatory.
- 6.5.2 The competitor must hold the relevant transmitting licence and ensure that the frequency does not interfere with the circuit or emergency services radio transmissions.

6.6 TELEVISION

- 6.6.1 The BECO, Britcar Endurance Limited, 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 CES 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 BECO 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 CCoC and the BECC.
- 6.6.6 It 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 Arrangements

- 6.7.1 Teams are asked to follow instructions from the BECO 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, BECO or organising body will be borne by the competing team directly and not to the BECO.
- 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 BECO) 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 Limited
Claire Hedley
Managing Director
PO Box 140, Liphook
Hampshire, GU30 9BU
Tel:- 01428 288008 Mobile 07534 365894
- Email: claire@britcar-endurance.com
Finance Dept: - accounts@britcarendurance.com

- 7.1.2 BARC
David Wheadon
BARC, Thruxton Circuit
Andover, Hampshire, SP11 8PN
Tel : - 01264 882209
- Email:- dwheadon@barc.net

7.1.3 Championship Eligibility Scrutineer
Adrian Smith Martin Robertson (Deputy)
C/O BARC, C/O BARC,
Thruxton Circuit, Thruxton Circuit,
SP11 8PN SP11 8PN

7.1.4 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

7.1.5 RACE CIRCUITS

Donington Park	Castle Donington Derby, DE74 2RP	Tel: 01332 810048
Oulton Park	Little Budworth, Tarporley Cheshire, CW6 9BW	Tel:- 01829 760301
Silverstone	Northants, NN12 8TN	Tel:- 08704 588200
Snetterton Circuit	Norwich, Norfolk, NR16 2LU	Tel:- 01953 887303

7.1.6 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

7.1.7 FUEL SUPPLY

Anglo American Oil Company Ltd,
58 Holton Road,
Holton Heath Trading Park,
Poole, BH16 6LT

Telephone + 44 (0) 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. 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 BECO 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 the BECO recommend 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 BECO it is a material condition precedent of submission of entry to and participation in the Championship that without the express prior written consent of the BECO 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 BECO (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.



APPENDIX A



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 action
- 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.





APPENDIX B – Vehicle Change Form

Electronic copies of this form can be obtained from BECC on claire@britcar-endurance.com



To comply with Championship Regulation 1.7.10.1 please complete this form and return it to:

claire@britcar-endurance.com

Car Number:

Current Car:

Replacement Car:

Requested by (entrant):

Date of Application of Change:

Name of Team Manager:

Signed by Team Manager:

Signed Championship Co-Ordinator:

Signed Championship Scrutineer:

Associated regulations for reference:

- 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.
- 1.7.10.1 To change a vehicle the competitor must inform the BECO and the CES via the official Vehicle Change Form (See Appendix B). Contact the BECC for a copy of this form claire@britcar-endurance.com
- 1.7.10.2 As long as the BECO and the CES 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. They may return to the originally entered car at any time.
- 1.7.10.3 If the replacement car is only eligible for another class within the championship it may be raced in the originally entered class for ONE event only. If the replacement car is used at a subsequent event it will be moved into the class it is eligible for. For example, if a team replaces its Class A car with a car that would normally be eligible for Class B they may race it in Class A for one event only. If they race this car at subsequent events it will be moved to Class B.
- 1.7.10.4 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.

