



**2025**

**Published Copy**



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**PREFACE**

**ACRONYMS USED IN THESE REGULATIONS**

BAO	BEC Appointed Official
BCC	Britcar Championship Co-ordinator
BEC	Britcar Endurance Championship
BECO	Britcar Endurance Championship Organiser
BEL	Britcar Endurance Ltd.
BESI	Britcar Endurance Sustainability Index
CES	Championship Eligibility Scrutineer
CCoC	Championship Clerk of the Course
DEF	Drivers Entry Form
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 Britcar 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.
GT4	A set of regulations for building competition cars for Grand Touring Car Racing are owned and implemented by SRO Motorsports Group and Britcar and the Britcar Endurance Championship acknowledges such intellectual property rights that SRO Motorsports Group may own in respect thereof, but for the avoidance of doubt references used in these regulations to “GT4” are simply to refer to cars which were originally built to GT4 regulations and now may race in the BEC under our own technical regulations.
CTM	Championship Technical Manager
VRF	Vehicle Registration Form
NCR	National Competition Rules

**1 SPORTING REGULATIONS – GENERAL**

**1.1 TITLE & JURISDICTION**

The Britcar Endurance Championship (the Championship) is organised and managed by Britcar as the Permit Holder, promoter and are the Commercial Rights Holder in accordance with the NCR’s of Motorsport UK (incorporating the provisions of the International Sporting Code of the Fédération Internationale de l’Automobile (FIA)) and these Championship Regulations.

Motorsport UK Championship Permit number: **CH2025/R053 (C)**  
 Race Status: Club  
 Motorsport UK Championship Grade: Grade: C

**1.2 OFFICIALS :-**

1.2.1 Championship Co-ordinator: Claire Hedley



- 1.2.2 Championship Eligibility Scrutineer: Adrian Smith
- 1.2.3 Championship Clerk of the Course Andrew Butler
- 1.2.4 Championship Technical Manager David Hornsey
- 1.2.5 Stewards:  
Ian Watson  
Richard Norbury  
Ray Sumner  
Adrienne Watson
- 1.2.5.1 Any three of the Championship Stewards may sit to make a decision. In accordance with the following provisions of the 2025 NCR:  
  
NCR 4.1.1.2 The Championship Stewards may only adjudicate on any disputes, irregularities or appeals arising from the published Championship regulations. They are also empowered to consider any request from the Championship Co-ordinator (BCC) to penalise any Competitor for any breach of Championship Regulations and after holding a formal hearing those Stewards may impose a penalty in accordance with NCR Chapter 2 subject to the rights of Appeal to the National Court there provided.
- 1.2.5.2 Pursuant to Motorsport UK NCR Ch 1 App 1 nomenclature a Championship Organising Committee has been appointed by the BECO and the Directors of Britcar to consider and advise on Championship & Technical matters where in their unfettered discretion additional counsel may be beneficial. The Committee may in its absolute discretion co-opt such expertise advice and assistance as it requires from time to time and such matters shall be considered within the Rights of the BECO.
- 1.3 COMPETITOR ELIGIBILITY :-**
- 1.3.1 Entrants must comply with the following :  
(a) be fully paid up valid membership card holding members of Britcar and  
(b) be registered for the BEC and  
(c) be in possession of a valid 2025 Motorsport UK Entrants Licence.  
(d) if the entry is not made by a 2025 Entrant licence holder the first named driver will be considered the entrant.
- 1.3.2 Drivers and Entrant Drivers must comply with the following:-  
(a) be fully paid up valid members of Britcar  
(b) be registered for the BEC (c) be in possession of a valid 2025 Motorsport UK Competition Licence (Racing).  
(d) or be in possession of the highest grade of national Race licence or valid FIA International Licence, together with their ASN's written consent (NCR 6.3.1.6 and FIA ISC Article 2.3.7.b applies)

(e) if participation in the Championship requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.

1.3.2.1 Please note that although the minimum licence status may be approved at Club, the NCR 12.4.6 also applies .

NCR 12.4.6 Any Driver competing in a vehicle of 0.34bhp/kg or higher (excluding driver weight) and measured at the driven wheels, must be the holder of a Race National, as a minimum.

1.3.3 Each BEC competitor (including all INVITATION and GUEST Competitors cars) must make sure they have completed and submitted online, to the satisfaction of the BECO, a BEC Driver Entry Form (DEF) for each participating driver and a Vehicle Registration Form (VRF) before their and the vehicle's first race in the championship. Competing vehicles will not be eligible for any championship points or awards until this has been submitted and approved by the CTM.

1.3.4 Each competitor may be requested to complete a Britcar Endurance Sustainability Index (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 Britcar can reduce the environmental impact of the championship and motorsport in general.

1.3.5 Entry into the Championship requires 2 or more drivers for races over 2 hour advertised duration, for 2 hour or less entry may be a single driver. 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 bhp/tonne 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 Drivers must nominate themselves as either a Professional (PRO) or Amateur (AM) on their entry paperwork. Driver histories must be submitted to the BECO 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 .

The BECO decision on the grading of a driver is final. 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 may 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 will satisfy one or more of the following criteria:

- Currently an FIA Grade Silver or above, or has held that grade within the last 10 years.

- 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), British Touring Car Championship, 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 currently 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.

1.3.6.3 No Professional driver may drive on his or her own and no entry can be "fully" driven by professional drivers. No more than one Professional driver can drive in any single entry in each race.

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

1.3.8 Drivers aged 60 or over at the start of the 2025 season may be exempt from the criteria set out in Art.1.3.6 above at the BECO sole discretion.

## 1.4 CHAMPIONSHIP REGISTRATION

1.4.1 BEC Competitors / Entrants must register for the Championship by completing the online VRF and returning the Registration Fee to the BCC (claire@britcar-endurance.com) prior to the Final Closing date for the first round being entered.

1.4.2 The Championship Registration Fee is £550 + VAT per vehicle including 2 drivers. Any additional drivers will be £50 plus VAT. Competitors may enter individual races as a one off or "Invitation" entry 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 Championship as defined in these regulations MAY be accepted by the organisers under exceptional circumstances and will be classed as a GUEST Entry and are not eligible for any overall or class awards or points.



- 1.4.2.2 A GUEST Entry (1.4.2.1) fee and the entry fee for “INVITATION” (1.4.2) race entries who are not registered for the championship will be £100 (plus VAT) more than the stated entry fee.
- 1.4.2.3 Cars entered into any race of the season as an “INVITATION” entry will be included in the class structure defined in 1.6 they are technically eligible to compete within, they will get trophies relative to their race finishing position in their class. “INVITATION” competitors will be invisible with regards to awarding of championship points to registered competitors. For example, if an “Invitation” entry finishes in 2<sup>nd</sup> position and a registered championship competitor finishes in 3<sup>rd</sup> position, the “Invitation” becomes invisible with regards to points so the registered competitor finishing in 3<sup>rd</sup> place receives points for 2<sup>nd</sup> place but the “Invitation” entry receives the trophy for 2<sup>nd</sup> place. Cars entered as a “Invitation” will be required to carry a datalogger and provide valid data upon request. Nonconformity with the request to mount a logger will render the entrant ineligible to receive trophies and moved to a GUEST entry.
- 1.4.2.4 BEC payment details are available in Championship Regulation Art. 6.4.
- 1.4.2.5 BEC Registration Payments are Non-Refundable.
- 1.4.3 Deposits will be required for the BEC 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 £250 +VAT per round is required. All payment details are available in Championship Regulation Art. 6.4.
- 1.4.3.1 All Championship deposits are Non-Refundable.
- 1.4.4 Championship Registrations & deposits will be accepted from 1<sup>st</sup> October 2024 until the closing date for each round. Any money paid is non-transferable between events, vehicles and/or teams.
- 1.4.5 Permanent Competition Vehicle Numbers will be competition numbers 2 to 999, issued by the BECO on a first come first serve basis.
- 1.4.5.1 It is the Competitors responsibility to ensure the appropriate race numbers and correct decals are placed (where required by the BECO) prior to any Britcar track sessions.
- 1.4.6 The BECO jointly and severally reserve the right to add more Championship decal stickers to the vehicles from their new sponsors during the season.
- 1.4.7 Championship decals for the Championship car’s layout plans are provided at Championship Regulation Art. 6.1.6.1
- 1.4.8 All teams registered will receive one full set of decals for their vehicle and 6 team pit crew Identification bands (as described in 2.8.12). Any replacements required will be available by contacting the BEL Office. There will be a cost, plus postage, for this replacement. £50 plus VAT plus postage for the decals and £ 10 plus VAT plus postage for each identification band.



- 1.4.9 Britcar Club Membership – Registration includes 2 driver memberships. Any additional drivers and invitation drivers must pay an annual Britcar Membership fee of £150.00 + VAT for the season (All payment details are available in Art. 6.4). Each driver will also receive the ‘Championship Logo’ & ‘Goodyear’ Cloth Overall badge which must be sown on their race overalls in accordance with Championship Regulation Art.6.2.
- 1.4.10 Membership fees must be paid before a driver participates in their first event. Failure to pay may render the driver liable to a fine and in the event of it being a Championship entry also makes the entrant ineligible to score points towards their championship.
- 1.4.11 Entry fees for all rounds with the exception of Round 2 must be paid directly to BARC via their invoicing system or directly to BRSCC for Round 2 via their invoicing system. Deposits for any round must be paid directly to BEL.
- 1.4.12 All payments made to BARC, BRSCC, the BECO and or BEL must only be remitted from a fully traceable European clearing bank.

## 1.5 CHAMPIONSHIP EVENTS

### 1.5.1 The 2025 Britcar Endurance Championship

DATE	CIRCUIT	RACE LENGTH	CLUB
5 <sup>th</sup> April	Silverstone International	2 x 45 min	BARC
3 <sup>rd</sup> May	Silverstone Grand Prix	1 x 90 min	BRSCC
31 <sup>st</sup> May	Snetterton 300	2 x 45 min+ 60min Free Practice	BARC
5 <sup>th</sup> July	Thruxton	2 x 45 min+ 60min Free Practice	BARC
9 <sup>th</sup> August	Donington National	1 x 90 min	BARC
13 <sup>th</sup> September	Snetterton 300	1 x 90 min	BARC
11 <sup>th</sup> October	Oulton Park	1 x 90 min	BARC
8 <sup>th</sup> November	Brands Hatch Indy Night Race	2 x 45 min	BARC

- 1.5.2 The 2025 Britcar Endurance Championship will be contested over the following races:-  
  
8 Rounds with 12 races - 11 best scoring races counting towards the Britcar Endurance Championship.
- 1.5.3 If an event gets cancelled due to unforeseen circumstances beyond BEL’s control (Force Majeure) then the BECO will endeavour to replace it with another event (NCR 12.2.4) but if not the Championship points / rounds will be re-adjusted in accordance with NCR 3.10.4

- 1.5.4 Testing is available at each circuit the Friday before each event (except Donington and Thruxton) and teams can book testing via the BCC (Claire Hedley) on 01428 288008. Failure to pay testing fees on time will result in the booking being void and the team unable to sign on to the test day.
- 1.5.5 There are no testing restrictions.
- 1.5.6 BEC reserves the right to share track time with other championships. In the event of other championships sharing track time there will be separate grids, separate start procedures and times, separate results and separate podiums and awards. One championship will not appear in the results of the other championship. Each championship will have separate areas of the pitlane to operate from and will be subject to their own regulations including pitstops, classes and BoP.

## 1.6 CLASSES

- 1.6.1 The Britcar Endurance Championship cars will be classified via the technical regulations in section 5 and Appendix' B and D of these regulations.
- 1.6.2 The VRF which defines the class the car will be entered into can be accessed at [www.britcar-endurance.com/trophy/entry-forms-registration/](http://www.britcar-endurance.com/trophy/entry-forms-registration/)
- 1.6.3 The class structure is explained in the Technical Regulations
- 1.6.4 Entrants may request to view any competitors completed VRF form. Forms may not be copied in any way. To request viewing of the form please contact the Technical Manager David Hornsey
- 1.6.5
 

Class Challenge	Porsche 991 Cup cars, Ferrari 488 and 458 Challenge cars balanced using the BoP in Appendix C. Also in this class are cars not built to the above specifications but also not exceeding 450bhp per tonne based on power at the flywheel and a minimum running weight as measured in Parc Ferme after any official session (with reference to 5.4.6). Cars in this class must run on Goodyear Racing Slick and Wet tyres
Class GT	Cars originally built to GT4 regulations balanced using the BoP in Appendix C. Also in this class are cars not built to the above specifications but also not exceeding 350bhp per tonne based on power at the flywheel and a minimum running weight as measured in Parc Ferme after any official session (with reference to 5.4.6). Cars in this class must run on Goodyear Racing Slick and Wet tyres
Class Ginetta	Ginetta G55 Supercup cars running to these technical regulations. Cars in this class must run on Goodyear Racing Slick and Wet tyres

- Class Trophy**                      Cars meeting a maximum Power to Weight Ratio of 310bhp/tonne based on power at the flywheel and a minimum running weight as measured in Parc Ferme after any official session PLUS Ginetta GTA cars running to these technical regulations. Cars in this class must run on Goodyear Racing Slick and Wet tyres
- Class Cup**                              Cars meeting a maximum Power to Weight Ratio of 280bhp/tonne based on power at the flywheel and a minimum running weight as measured in Parc Ferme after any official session. Cars in this class must run on Dunlop Direzza tyres and Goodyear racing Wet tyres only.
- Class TCR**                              TCR cars complying with global TCR regulations and BoP. TCR cars run on Goodyear racing slicks and wets only.

1.6.6                      Classes will be identified by the use of a Class colour on the sun strip. In the event of an open top car with no windscreen the class colour will be displayed on the forward most horizontal surface on the ROPS

Challenge	Red
GT	Blue
Ginetta	Orange
Trophy	Green
Cup	Yellow
TCR	Black

## 1.7                      **SCORING**

- 1.7.1                      All entries must have registered for the BEC, submitted their DEF and VRF (before the first round) and they must have paid a full season registration to gain championship points.
- 1.7.2                      The definition of an entry with regards to BEC point allocation is a registered BEC entry who's race entry has been accepted by the BECO 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 NCR.

- 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 or other distinguishing vehicle mark for which 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. In a multiple driver car, each driver is regarded as an additional point towards “Consistency”. For example: if BOTH drivers in a 2 driver entry remain the same then only one of the To change a car please refer to 1.7.9
- 1.7.4 Should an event be cancelled prior to its commencement; no points will be awarded. However, if practice and qualifying sessions have been held but a race or races at that event cannot be run or are run wholly under Safety Car or virtual Safety Car conditions then half points will be awarded, based upon the grid positions for the race(s).
- 1.7.5 BEC Points for the 2025 season are accrued based on the following finishing positions in class are as detailed in 1.7.5.2. To qualify to score points entrants must have completed 75% of the number of laps of the class winner (or 75% of the time duration of the race in the event that only one car in class is still running after 75% distance).
- 1.7.5.1 Entrants not complying with regulation 1.7.5 will be awarded 50% points of their relative finishing position in class if they are classified as a starter.
- 1.7.5.2 All races

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

- 1.7.6 There must be minimum of three 2025 Registered Championship Competitors in class at each round to receive Full Championship points as stated in 1.7.5
- 1.7.6.1 If there are less than 3 registered competitors in ANY class at round 1 of the Championship then Classes may be combined to sufficient numbers within each class. Cars will be balanced by minimum pitstop numbers and/or lengths in this instance.

- 1.7.6.2 If less than 3 cars registered in many classes then the Championship points will be decided by the Handicap formula as described in Appendix D. End of year class Awards will, in this instance, be awarded to the competitor with most class wins, 2nds, 3rds etc.
- 1.7.7 If there are less than three 2025 Championship Registered Competitors in class then they will receive the following points:-
- |                       |           |
|-----------------------|-----------|
| 1 <sup>st</sup> Place | 25 points |
| 2 <sup>nd</sup> 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 CES or an appointed Scrutineer in his absence) then no points will be awarded and the Competitor must count that race as one of their points scoring races for the BEC.
- 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.
- 1.7.9.1 To change a vehicle the competitor must inform the BECO and the CES via the official Vehicle Change Form (See Appendix B) or contact the BCC for a copy of this form (claire@britcar-endurance.com)
- 1.7.9.2 As long as the Promoter and the CES gives their approval that the vehicle is also the same or lesser performance as the vehicle registered for the BEC, then the points already awarded from the previous races will be carried over to the new vehicle. They may return to the originally entered car at any time.
- 1.7.9.3 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 Challenge car with a car that would normally be eligible for Class GT they may race it in Class Challenge for one event only. If they race this car at subsequent events, it will be moved to Class GT.
- 1.7.9.4 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 NCR. Where reference is made to 'Wins' to resolve a tie, in this context it will be for Class Wins where there has been 3 or more cars entered into the class at that particular race meeting. If there are 2 or less cars entered into the class at a particular race meeting that 'Win' will not be taken into account when resolving the tie.

- 1.7.13 No team can register for the BEC to gain points at the last round of the season (1.6.7).
- 1.7.15 In the event of cancellation of a championship round outside of the control of the BECO, 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 BEC 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 BECO nor the Organising club running the respective race meetings shall be liable for any consequential loss or damages.
- 1.7.16 Rounds or races where competitors have been disqualified from the results must count towards their championship total and cannot be used as a dropped score.

## **1.8 AWARDS**

- 1.8.1 All awards will be provided by the BECO and/or their partners and sponsors.
- 1.8.2 Per race: - The race winners will be presented awards on the venue podium (where possible). If the podium is not suitable or is unavailable, then all awards and interviews will be done in the Britcar 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 awards
- 1.8.3 Awards will be given for the races as follows:
- Awards to the drivers of the cars placed 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> overall including Championship registered and INVITATION entries but excluding GUEST entries (2 trophies to be supplied )
  - Celebratory bottles to 1<sup>st</sup> overall
  - Awards to the drivers of the cars coming 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> in a class including Championship registered and INVITATION entries but excluding GUEST entries (2 trophies to be supplied per car)
  - Sponsors cap
- 1.8.4 Driver of the Day award – Decided by the Britcar Media Team
- 1.8.5 Additional trophies and awards may be made at the discretion of the Championship organisers and/or Championship sponsors.
- 1.8.6 End of Season: - The BEC awards will be issued at the awards presentation event at the End of the Season. The date and venue to be advised.

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

- Awards to 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> Overall (maximum 2 awards per car)





- Celebratory bottles to 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> Overall
- Awards to 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> in each Class (maximum 2 awards per car)
- Driver of the Year
- Rookie of the Year
- The Cowell Cup – Services to Britcar Endurance
- Brian Jones Trophy Media / Photographer of the Year Award – as decided by BEL.

1.8.7 Drivers are reminded that the End of Year presentation is part of the BEC 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 BECO and there may be a charge for these.

## 1.9 ENTERTAINMENT TAX LIABILITY

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

1.9.2 That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or Eire. This means that Britcar is required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents.

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

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

## 1.10 TITLE TO ALL TROPHIES

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

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





## 2 CHAMPIONSHIP EVENT MEETINGS & RACE PROCEDURES

### 2.1 RACE ENTRIES

- 2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fee at least 14 days prior to 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 £ 100 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 event programme.
- 2.1.3 Withdrawal or alterations to an entry made after acceptance of any entry must be notified to the BECO in writing. NCR 3.11.1L 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 and will be listed in the order the entries are received. Reserves can practice (up to 20% more than the grid maximum as defined in 2.3.2) 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 12 pm on the Wednesday prior to the respective race meeting. The refund of entry fees is at the sole discretion of the BECO.
- 2.1.7 Late Final entries are accepted up to the 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 discretion, reserve the right to accept entries from teams with cars which do not fit into the classification. Such cars may be restricted by the CES and may be placed on the RESERVES list as the Championship eligible cars will be given priority grid position. If space permits they will race under a "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 NCR. 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 they have 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 via BCC in writing beforehand. Failure to do so will be considered to be non-attendance (refer to article 2.2.2 above).

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

- 2.3.1 The events will take place at Motorsport UK Licensed Circuits in the UK and FIA licensed circuits in Europe.
- 2.3.2 The maximum number of vehicles permitted on the circuit will be in accordance with as per the respective Motorsport UK circuit license and will be subject to an additional percentage for qualifying as specified in the NCR. For European circuits, the maximum number will be in accordance with the FIA circuit license or as calculated from the FIA ISC Appendix O (Supplement 2).

## **2.4 QUALIFICATION / PRACTICE**

- 2.4.1 Each "Qualifying" session indicated on the Timetable will be split into 2 parts. The first part will be a 'Free Practice' session and the final 10 minutes will be 'Qualification'. Lap times will only be recorded for the grid during the final 10 minutes.
- 2.4.2 After the end of Free Practice the chequered flag (or Sunoco Flag, see 2.13.3) will be shown at the Finish Line to indicate that 'Free Practice' has finished and 'Qualifying' has begun. This will also be indicated on the Timing Screens and may be put, for information only, on the Team Managers WhatsApp group.

- 2.4.3 In the combined Free Practice/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 NCR 12.6.3.
- 2.4.4 The fastest lap in qualifying will determine the grid for the first race in a race weekend. Subsequent grids in a race weekend will be determined by the finishing order of the previous race, after judicial proceedings are concluded.
- 2.4.5 No PRO categorised driver (1.3.6.1) may set a lap time during the timed qualifying session. Qualifying lap times will only be set by AM categorised drivers (1.3.6.2).
- 2.4.6 In a multi driver team all drivers must sign on for that entry with the relevant license level for that class. They must all qualify the car in the qualifying session or at a time agreed with the CCoC.
- 2.4.7 The CCoC shall have the right to disqualify any driver whose practice times or driving are considered to be unsatisfactory as per current NCR 12.6.3.
- 2.4.8 The minimum period of combined Qualifying will be 1 x 10mins per round plus a minimum of 1 x 10 mins Free Practice. Rounds that feature night races will also include a night familiarisation session which may be combined with the qualifying.
- 2.4.9 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 for reasons of force majeure Qualification is not run, the grid will be formed from the current Championship order per class. If Qualification is not run at round 1 the grid order will be determined via a ballot per class, with the order of classes on the grid being: Challenge; GT; Ginetta; Trophy; TCR; Cup. In these circumstances competitors will be given the opportunity to practice in accordance with NCR 12.6.3.
- 2.4.10 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.
- 2.4.11 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 Championship Calendar (Championship Regulations 1.5.1) 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 BECO 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 CES or their assistant.

2.5.3 Teams need to advise a BAO which driver is in the car at any point when requested.

## 2.6 STARTS

2.6.1 In a multiple driver team, the driver setting the qualifying time must start the first race of the weekend. That driver may not start any other BEC race in the same weekend.

2.6.2 For all races with the exception of Round 2 at Silverstone Grand Prix Circuit, once the pit lane is opened, all cars will proceed to the grid. 3 minutes after the pit lane opens the pit lane will close, any car still in the pit lane after this time, will be a pit lane starter (the car will not join the green flag lap). The green flag lap will commence approximately 7 minutes after the pit lane opens, any car not in its grid position at this time will remain at the rear of the grid or be a pit lane starter. Teams are allowed one team member per car on the grid, only to help/assist them to be in the correct grid position.

For round 2 at Silverstone Grand Prix, cars will proceed to the assembly area approximately 20 minutes before the start of the session. Cars will be formed into grid order in the assembly area before being released onto the grid. Once on the grid the start procedure will be as in 2.6.3

2.6.3 All races will be Rolling Starts and the minimum countdown procedure/audible warnings sequence shall be:-

- 1 min to start of pace lap - start engines/clear grid.
- 30 secs - visible and audible warning for start of pace lap.
- Starts will use a two-by-two grid and a Rolling Start.

2.6.4 Any vehicles removed from the grid after the 1 min signal or driven into pits on the Green Flag 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 NCR 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 Pace Car has left the circuit the pace must be maintained by the lead vehicle until the race starts. Failure by a team to maintain pace or grid position may delay the start and the team manager may be called to see the CCoC and the team may receive a penalty.

2.6.8 The CCoC and BECO reserves the right to employ an alternative starting procedure but notice will be given via event bulletin.

## **2.7 RACE STOPS / RED FLAG**

2.7.1 As per the current NCR.

2.7.2 Should a Red Flag/Light be required to stop any race or practice; RED LIGHTS will be switched on at the start line and Red signals will be shown at the Start line and all Marshal Signaling Points around the track. Where a marshalling light system is installed at a circuit, the light panels will be illuminated and the marshals may also display flag signals. The light panels 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 represented to the CES 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 CES may authorise work on vehicles.

## **2.8 GENERAL PITS & PITS SAFETY**

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

2.8.2 Cars must be parked at approximately 45 degrees to the prescribed direction of travel in the pit lane with the nose towards the garage side of the pit lane. Cars may only be worked on in the apron area of the pit lane and not the slow lane or the fast lane. Cars must be safely pushed back (NOT reversed under their own power) into the slow lane without impeding any other car and before being released by the car controller (see 2.8.11 and 2.8.13) into the fast lane of the pit lane. Cars may only use the slow lane of the pit lane to enter and exit their pit box. Cars using the slow lane to traverse an unreasonable proportion of the length of the pit lane will be subject to a penalty.

- 2.8.3 Pit Lane speed limit will be 50 kph unless otherwise indicated in the relevant Final Instruction or Drivers Briefing.
- 2.8.4 Pit signaling on the pit wall is limited to a maximum of three team personnel. The pit wall is the only place where signaling to drivers is permitted. (Please note Championship Regulation Art. 1.4.7). Any team with more than three people on the pit wall may be liable to a fine of at least £250.
- 2.8.5 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 BEC pitlane identification as access to the pitlane for media work.
- 2.8.6 The outer lane or lanes of the pit lane are to be kept unobstructed to allow safe passage of vehicles at all times.
- 2.8.7 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.
- 2.8.8 Team members and all pitstop equipment, with the exception of 'Stop' sign and any part of the refueling rig which cannot fit behind the 'Pit Lane' line or in the garage must remain in the pit garage/behind the 'Pit Lane' line or on the pit wall (see 2.8.7 above) until the car has come to a stop in its designated pit area, with the exception only of the Car Controller (see 2.8.14) who may stand in the designated pit area a maximum of 1 lap before the car enters the pitlane.
- 2.8.9 The location of the 'Pit Lane' line will be notified via an event bulletin and advised by the Team Managers WhatsApp group before qualifying.
- 2.8.10 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 etc.
- 2.8.11 Teams will be issued with 6 arm bands which must be worn on the arm and visible at all times to pitlane staff. You may only access the pitlane if you are wearing an appropriate armband. Only one arm band may be worn at once. These arm bands are:
- Red x 5 – For Mechanics working on the car. Gives access to the pitlane apron and the pit wall .
- White x 1 – For the pitlane car controller. This gives access to the pitlane apron and the pit wall (see 2.8.14 for restrictions).



- 2.8.12 Arm bands not worn on the arm or personnel in the pitlane or on the pit wall without an armband (including drivers) will incur a penalty for the competing car at the discretion of the CCoC (See 2.8.12 above)
- 2.8.13 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.
- 2.8.13.1 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.
- 2.8.14 Only 4 team members may work on the car during the pitstop at any time. All team personnel in the pitlane (not in the garage or behind the 'Pit Lane' line as appropriate) during a stop will be deemed to be working on the car. This number does not include the driver getting in or out of the car or the other driver / drivers assistant helping a driver get in or out of the car. The other driver / driver's assistant may ONLY assist the entering/exiting driver to enter/exit the car and must not carry out any other function. All team personnel in the pitlane during their pitstop must be wearing an arm band, with the exception of the drivers entering and exiting the vehicle.
- 2.8.15 Engines must not be run at any time if the vehicle is off the ground and/or supported by portable jacks in the pit lane.
- 2.8.16 All garages must be vacated by the time specified in the Supplementary Regulations or Final Instructions for that event.
- 2.8.17 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 (2.9.23)
- 2.8.18 Permitted vehicles allowed in the main paddock area include race vehicles, race transporters and hospitality vehicles.



2.8.19 Entrants must ensure that the NCR 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.

2.8.20 Penalties up to and inclusive of Disqualification from the meeting, attracting mandatory points on entrant and/or competitor’s license and financial fines will be imposed for transgressing the regulations, the severity of the penalty is at the discretion of the CCoC.

2.9 **PIT STOPS** – See Appendix E for Pit Stop Calculator.

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

2.9.2 **Mandatory Pit Stops**

Advertised Race Distance	Number of Pit Stops
Races BETWEEN 30 mins and up to 60 mins	1 STOP
Races BETWEEN 61 mins and up to and including 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 - signaled 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 for all races will be as listed in the table in 2.9.5 below.

2.9.4.1 These Mandatory Pitstop Times do not include any success or BoP additional time. 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	Silverstone International Pitlane	147 seconds
	Silverstone Heritage Pit lane	135 seconds
	Brands Hatch Pit lane	130 seconds
	Oulton Park Pit lane	125 seconds
	Snetterton Pit Lane	128 seconds
	Donington Pit Lane	129 seconds
	Thruxton Pit Lane	126 seconds

- 2.9.5.1 PRO/AM driver pairings will have the following BoP time applied to their Mandatory Pitstop Time:  
All Stops: +20 seconds
- 2.9.6 There will be a Pit Window for all races during which the Mandatory Pit Stops must be completed.
- 2.9.7 The pit window will open 18 minutes after the race start and will be calculated to close 18 minutes before the scheduled end of the advertised race distance as shown on the official timetable. For example: in a 45 min race the pit window will open after 18 mins and close after 27 mins of the race duration; in a 90 min race the pit window will open after 18 mins and close after 72 mins of the race duration. Time will be taken from the pit entry timing line.

Advertised Race Distance	Pit Window Opens (mins from race start)	Pit Window Closes (mins from race start)
45 min	18 mins	27 mins
90 min	18 mins	72 mins

- 2.9.8 If the race duration is shortened prior to the start of the race, a new pit window may be issued if it is deemed necessary for safety or time purposes. The new pit window will be advised to teams via an event bulletin and on the Championship WhatsApp group.
- 2.9.9 In a multiple driver entry, no one driver may do more than 60% of the race length.
- 2.9.10 For the avoidance of doubt the race start time or the pit exit timing loop will identify the start of respective stints and chequered flag time, or pit entry loop time will signify the end of a respective driving stint.
- 2.9.11 It is the sole responsibility of the team to manage the Pit Stop time. Any team shortening their pit-stop from the regulated time will receive a penalty.
- 2.9.12 Judges of Fact will be monitoring pit stops and reporting infringements to the CCoC
- 2.9.13 Any Pit Stop must be under control of the Team Manager who must record who is in the car being driven on the circuit at any given time. Teams must advise the Pit Lane Marshal or a BAO which driver is in the car once a driver change has been done. Individual Driver ID Transponders are recommended.
- 2.9.14 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 and Race Success Pit Stop Times.

- 2.9.15 No protest or appeal will be accepted as to the possible effects of the use of the provisional classification.
- 2.9.16 At the first race of the event race weekend all vehicles will use the Mandatory pit stop times as listed above in Art.2.9.2. For a 2<sup>nd</sup> race of the weekend (where a double header event is advertised, rounds 1, 3, 4 and 8) there will be a success pit stop time added on (see Art.2.9.17).
- 2.9.17 **Success Pit Stop**
- 2.9.17.1 Competitors will have Success Pit Stop time added onto the standard pit stop time for the second race in a 2-race weekend based on their class finishing position in the first race. This will be added as follows per class:-
- 1<sup>st</sup> : + 15 seconds
- 2<sup>nd</sup> : + 10 seconds
- 3<sup>rd</sup> : + 5 seconds
- 4<sup>th</sup> or below: No change Standard Pit Stop length to be used
- 2.9.18 If there is only one car in a class then the pit stop will remain the same as the standard race.
- 2.9.19 If a vehicle doesn't classify and is deemed a NC - Not Classified or DNF - their Pit Stop for Race 2 will remain as standard.
- 2.9.20 This Success Pit Stop time (2.9.9) will apply to ALL mandatory pit stops during the subsequent race at each round.
- 2.9.21 The Pit Stop times are NOT accumulative through the season so the pit stop time for the first race at each event will be as standard as listed in Art.2.9.2.
- 2.9.22 The Success Pit Stop times will be issued in the Event Information Bulletin and via the Team Managers WhatsApp Group.
- 2.9.23 Classes may be amalgamated or split and new Standard Pit Stop times issued at the BECO discretion to entire classes, groups of cars or individual cars in order to balance the performance of cars within the class.
- 2.9.24 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. 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. Minimum pitstop duration times will be allocated to the 'Entant' in a relay team. For example in a 2 car relay team the second car may not leave the pitlane until the minimum pitstop time (plus any success or BoP time) has elapsed since the first car entered the pitlane.

## **2.9.25 Additional Stops**

2.9.25.1 Any additional stops that require refueling are a minimum of the Mandatory Pitstop Time for the respective track plus any success or BoP time. Any further pit stops that do not require refueling are not time limited.

## **2.10 FUEL STORAGE**

2.10.1 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.

2.10.2 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.

2.10.3 A single empty, sealed 210ltr barrel may be stored outside the rear of the garage, beside the garage door.

2.10.4 The maximum size of fuel storage containers to be used by teams is 210ltrs per container containing no more than 200ltrs of fuel.

2.10.5 Pumps fitted to drain the fuel from the containers must be of a metal construction and approved for use with corrosive liquids.

2.10.6 The pit lane, garages, and fire lane are **no smoking zones** and everyone must adhere to circuits rules.

## **2.11 REFUELLING REGULATIONS**

2.11.1 Refuelling must be carried out in accordance with current NCR 12.11.2 and Art.5.18 of these technical regulations, Circuit Management Regulations, Supplementary Regulations and Final Instructions issued for each circuit/round. See Appendix G for references to minimum acceptable equipment.

2.11.2 During refuelling the vehicle must have its engine switched off and must be on its wheels and not on jacks.

- 2.11.3 Exhaust pipes and/or hot brake material in the proximity of the refuelling or venting connectors must be covered with flame-resistant material.
- 2.11.4 In all lanes in the Pit Lane, where a vehicle may roll from its stopped position, a suitable wheel chock is required.
- 2.11.5 During any refuelling operation in the pit lane, the designated Refueler and Fire Extinguisher Operator must be dressed in approved flameproof overalls, gloves, and balaclava to the specification in the NCR. In addition they must wear goggles and it is recommended that they wear flameproof socks, full length under trousers and undershirt to FIA regulations and See Appendix G for references to minimum acceptable suit, underwear and goggles.
- 2.11.6 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.
- 2.11.7 No refuelling may take place during any official qualification session. Cars must be fueled sufficiently before the session and may not refuel until all cars are released from Parc Ferme conditions after the session.
- 2.11.8 Refuelling Under Safety Car - 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 refuelling during a safety car will receive a penalty as defined in 4.2.
- 2.11.9 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.
- 2.11.10 During a race, relay entries will have deemed to have refuelled if they change cars during a pitstop (2.9.21) therefore 2.11.8 and 2.11.9 applies.
- 2.11.11 Failure to comply with the above regulations will incur penalties as listed in section 4.2 of this document.

## **2.12 REFUELLING QUANTITY**

- 2.12.1 Refuelling 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 NCR 12.9.1.12 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 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 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 or authorized media personnel.
- 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 one or all of the above Parc Ferme Restrictions to enable checking of technical compliancy. Any team requested to contravene one or more of the above regulations may only do it under the direct observation of the 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 including disqualification.

2.14.7 After qualifying and races the onboard camera SD card must be removed and handed to the Britcar appointed Official in Parc Ferme. See 2.16.5

## 2.15 RESULTS

2.15.1 All Practice Timesheets, Grids, Race Results are deemed 'provisional' until all vehicles are released from Parc Ferme by the CES after post practice/race scrutineering and/or after completion of any judicial or technical procedures.

## 2.16 TIMING MODULES & RADIO & CAMERAS

2.16.1 All competing vehicles must have fitted for all official test, practice, qualifying and race sessions, a working Electronic Self Identification Module (Transponder) of the following type:

- MYLAPS X2
- MYLAPS TR2

Or any other transponder approved by TSL Timing.

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

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

2.16.4 **Radio** - See Championship Regulation Art.6.5

2.16.5 **Cameras** - It is mandatory that all cars run "In Car Cameras" - See Championship Regulation Art.6.6



## **2.17 SAFETY CAR**

- 2.17.1 Safety Car operation will be in accordance with current NCR 12.8.2. By exception at night races, if the safety car is not deployed in front of the race leader, then once the incident has cleared, the Safety Car will not instruct any cars to pass in order to move the leader to the front.
- 2.17.2 Unless specified in the Event Drivers' Briefing notes, the Safety Car will be used during the races and, at the discretion of the 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 NCR Chapter 2
- 2.18.2 Championship: In accordance with the current Motorsport UK NCR Chapter 2

### **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 wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the BCC 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](http://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. Incidents including any footage or data may be reviewed by an independent driving standards observer appointed by BCC and their review of the incident may be used by the CCoC to inform any decision.
- 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 BECO discretion.
- 3.4 If deemed serious the BCC will liaise with the Championship Stewards who may deduct Championship Points or even disqualify the team and/or driver from the Championship 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 Championship requires conformity with current NCR regarding Code of Conduct at all times.
- 3.7 The BECO reserve the right to decline an entry on receipt of a complaint.
- 3.8 Imperative clauses for officials enforcing these regulations. What is not expressly permitted by these Regulations is forbidden. For the benefit of any doubt, anything not specified in the sporting and technical regulations is considered as not permitted.

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

#### **4 SPECIFIC CHAMPIONSHIP PENALTIES**

4.1 In accordance with current NCR Chapter 2

4.1.2 Infringements of Technical Regulations arising from post-practice Scrutineering or Judicial Action:

- Minimum Penalty: current NCR 2.8.1.21

4.1.3 Infringements of Technical Regulations arising from post-race Scrutineering or Judicial Action:

- Minimum Penalty: The provisions of current NCR 2.8.2.1 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 NCR 2.8.2.1 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.

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	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 2.9.5	n/a	Stop and Go for 1 second every 1 second under the allotted pit stop.
I - Not stopping for the mandatory pit stop during pit window 2.9.2	n/a	Stop and Go for 1 second every 1 second outside the allotted pit stop window.
J - Overtaking the Safety Car without authorisation	Disqualification	Stop and Go for 120 seconds
K – Failure to adhere to 6.1 regarding the incorrect or incomplete display of Championship decals or the display of competing decals at any point during the race meeting	£100 fine.	£100 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	£100 fine.	£100 fine.
M – Failure to provide video footage after a session 5.23	£100 fine.	£100 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 <sup>rd</sup> offence Black and White warning flag. Every 3 <sup>rd</sup> 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 registration form submitted via the Britcar Endurance website”.
- 5.1.3 Ferrari 488 Challenge cars in Class Challenge must comply with “SCHEDE TECNICA 488 Challenge EVO” (available from Britcar on request) with the exception of wheels, body panels and windows which may be pattern parts and are not required to be OEM supplied (though they must match all dimensions), brake discs and pads which are free, springs, dampers and anti-roll bars which are free, seats and harnesses. Entries must also comply with the technical regulations detailed below except where these regulations are superseded by “SCHEDE TECNICA 488 Challenge EVO”. Maximum power, minimum weight and minimum ride height may be specified differently in Appendix C or any subsequent Championship Bulletin. The latest dated of these documents will supersede any previously issued values.
- 5.1.4 Porsche 991 Cup cars in Class Challenge must comply with “Technical\_Manual\_Porsche\_911\_GT3\_Cup\_991\_MY\_2019\_V11” (available from Britcar on request) with the exception of wheels, body panels and windows which may be pattern parts and are not required to be OEM supplied (though they must match all dimensions), brake discs and pads which are free, springs, dampers and anti-roll bars which are free, seats and harnesses. Entries must also comply with the technical regulations detailed below except where these regulations are superseded by “Technical\_Manual\_Porsche\_911\_GT3\_Cup\_991\_MY\_2019\_V11”. Maximum power, minimum weight and minimum ride height may be specified differently in Appendix C or any subsequent Championship Bulletin. The latest dated of these documents will supersede any previously issued values.
- 5.1.5 TCR cars in class TCR must comply with the 2025 TCR Technical Regulations (available on the TCR Technical Hub) which supersede these regulations with the exception of these Championship regulations 5.15, 5.20 and 5.21 which must be adhered to.

## 5.2 CLASSIFICATION

- 5.2.1 Cars are split into their respective classes by Power to Weight ratio or specific technical regulations for particular makes and models of cars as defined in these technical regulations
- 5.2.2 The Power to Weight calculation is measured using bhp at the flywheel and the weight in kgs as the car “crosses the line”, i.e. with all necessary fluids to operate the car, but without the driver on board.
- 5.2.3 The VRF requires you to input the maximum power and minimum weight of the car and these are the values which will be used to both classify the car and check its legality against and will be referred to as your Technical Declaration. Note a car can still be eligible for its class based on the recorded power or weight after an official session but fail scrutineering due to exceeding the maximum bhp or minimum weight recorded on the VRF.
- 5.2.4 The power to weight ratio and/or technical homologation the car is built to will determine the class of the car, however BECO reserves the right to move the car to a different class if its performance justifies the move.
- 5.2.5 Minimum weights and/or maximum bhp values are quoted for specific makes and models of cars in Appendix C. These values supersede any entered on the Entry Form for those specific vehicles.
- 5.2.6 Britcar Endurance reserves the right to alter and modify the Power-to-Weight ratio and/or class splits as necessary.
- 5.2.7 Additional Championship or Event Bulletins may be issued to confirm particular cars BOP. These bulletins will supersede any previously submitted or issued figures.
- 5.2.8 It is the competitor’s responsibility to provide the BECO, on request, with recently measured (less than 6 months old) Power and Torque figures by means of a dyno graph or in the case a manufacturer built homologated cars with dyno -defeat systems installed, a manufacturer supplied power and torque graph or figure from official manufacturer documentation
- 5.2.9 Each competitor will submit the information about their vehicle by closing date before their first race weekend via the VRF
- 5.2.10 Any changes to the VRF/Technical Declaration must be reported to the organisers before being allowed to qualify and race. The specification detailed on the VRF/Technical Declaration will be used by the CES to confirm the eligibility of the vehicle against the class entered. A copy of the VRF/Technical Declaration will be held by the BECO and used as reference material.
- 5.2.11 BECO reserves the right to change minimum weights, pit stop times, intake restrictors, throttle stops or ride height, or any other technical parameter it sees fit, during the

season. Pitstop times will be used to balance performance within a class on a race-by-race basis. Changes to the pitstop times for classes, groups of cars or individual entries will be notified by championship or event bulletins which will be issued to the teams via email and the Championship WhatsApp group.

### 5-3 SAFETY REQUIREMENTS

5.3.1 NCR Chapter 7 and Chapter 12 will apply to all vehicle and personnel equipment.

### 5-4 ELIGIBILITY OF COMPETING CAR

5.4.1 The BEC is open to various GT cars or Production saloon car provided they meet the championship requirements. Open wheeled cars are prohibited.

5.4.2 All cars must have bodywork that encloses all suspension, drive shafts and exhaust system with the exception of cars which have these elements exposed as part of the original road car.

5.4.3 The car entered must be based upon, or derived from a car which has at some point in its homologated life been available as a road legal car from the original manufacturer.

5.4.4 Alternatively, the car may be deemed to be eligible if it is in the spirit of a road-based GT or Sportscar, for example a Ginetta G56. Decisions on the eligibility of a car model is to be determined by BECO and their decision is final. Cars that do not meet these criteria, or do not fit into the classification limits may be accepted as a GUEST entry. To discuss the opportunity for a GUEST entry please contact BCC. Entry must be submitted to the Championship organisation via the VRF. The data provided will form the Technical Declaration for your car for the Championship and will be used for Classification and Scrutineering.

5.4.6 Cars built to the following specifications are **EXPLICITLY PROHIBITED** from entry regardless of any modifications made to them to meet Power-to-Weight ratio requirements:

- Porsche 992 Cup
- Lamborghini Super Trofeo
- Cars built to GT2 Specification
- Cars built to GT3 Specification

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 BEC will be classed by the following method: -

The 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 election 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 the BECO may reasonably require to be undertaken. The 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 the BECO. If the 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 BEC 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) The 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 BECO will use data from VBox dataloggers in all classes with the exception of class TCR which will use their propriety system as detailed in the 2025 TCR Technical Regulations, to determine power measurements whilst the vehicle is competing in an official session. Competitors must supply their own VBox datalogging system (or TCR compliant system if in class TCR) and provide access to the Britcar Appointed Data Engineer to the VBO file (or TCR datalogger as required) when requested. The data obtained will be used to determine the performance figures for the car and will be compared against the VRF or any relevant BoP information to determine eligibility. The logger must be fitted and operative in the car in all sessions. Accurate weight and CdA figures must have been provided to the Championship organizers as part of their VRF. Please contact the CTM ([david@britcar-endurance.com](mailto:david@britcar-endurance.com)) for details or queries. Competitors must provide sufficient SD Cards to ensure their

VBOX is recording in every session when BEC, Britcar Appointed Data Engineer and CES retain cards for post session/event analysis.

- f) Competitors are required to provide a coefficient of drag (CdA) number for this car. This number will be used to calculate power based on data from the data logger. If you do not know the CdA value for your car this may be obtained from the vehicle manufacturer, a coast down test or we can supply a CdA number. Once this number is entered onto your VRF (either by the competitor submission or the digital copy entered and held by the Britcar Appointed Data Engineer or CES) it may only be changed following proof supplied by the competitor or by calculation of drag following analysis of the data recorded in the VBO file. If the CdA number does not correlate with the calculated drag in the analysis software the CdA number used will be the number indicated by the analysis software.

5.5.2 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).

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

Competitors will be personally and solely responsible for ensuring that their vehicles comply with their registration details and with these regulations at all times for each round at which they are entered. Failure to comply in either respect will be a breach of these regulations. Queries concerning eligibility should be referred in writing to the 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.

## 5.6 **EQUALISATION**

5.6.1 The BECO will endeavour to balance car performance in the class. If the car is found to be ineligible or unsuitable for its class the 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 In order to maximise equality of the performance, the 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 or minimum pitstop time it may deem necessary at any time.

## 5.7 CHASSIS

5.7.1 The original chassis is defined as the original road chassis or the originally supplied single make championship specification chassis or original FIA Homologated chassis, which ever applies to the relevant vehicle in question. (NCR 7.2.6)

## 5.8 BODYWORK INTERIOR & AERODYNAMICS

5.8.1 Modifications are permitted only as detailed in these regulations.

### 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.

### 5.8.3 INTERNAL

5.8.3.1 Current NCR 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 NCR

5.8.3.8 Measuring instruments such as speedometers and the horn may be removed.

## **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 with the exception of cars built to Porsche Cup, Ferrari Challenge, GT4, Ginetta G55, Ginetta G56 GTA in class Trophy and Clio Cup in class Clio which must retain the original bodywork dimensions. Any sections of the bodywork modified or attached must not have any exposed sharp edges.
- 5.8.4.2 G56 GTA cars in Class Trophy must remain the specification and dimensions of the G56 GTA as supplied by Ginetta. Repairs may be made to the fibreglass as long as a good standard of presentation is maintained. BECO reserves 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 bodywork, with exception granted to cars originally built to an FIA recognised homologation whereby the aerodynamic device cannot exceed the dimensions on the original homologation document for that make and model of race 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 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 For cars in Class Ginetta 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.
- 5.8.5.5 Cars in class Ginetta 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.

5.8.5.7 G56 GTA cars in Class Trophy may only use the rear wing kit as supplied by Ginetta specifically for the G56 GTA, the wing may be mounted in the upper or lower position. 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.

5.8.5.8 G56 GTA cars in Class Trophy may not run with a front splitter. The front bumper and airdam as supplied by Ginetta for the G56 GTA must be used unmodified.

## **5.9 RIDE HEIGHT**

5.9.1 All vehicles must have a minimum ride height of 40mm throughout with the driver in the car unless a different height is specified by a championship or event bulletin. The 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 of individual entries, models or makes may be further set by championship bulletins.

5.9.2 Where an alternative Ride Height is specified in Appendix C or any subsequent bulletin this Ride height is measured to the minimum height of the car between the leading edge of the car and the front axle line unless specified as a different location in the relevant Appendix or any subsequent bulletins. 5.9.1 must still be maintained from the centreline of the front axle backwards.

## **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 Cars in class Ginetta 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.

- 5.10.9 G56 GTA cars in Class Trophy may only use the Ford V6 in the specification and performance as supplied by Ginetta for the GTA with a maximum capacity of 3.7 litres. The cars may only be fitted with the MOTEC M150 ECU as supplied by Ginetta for the GTA car which must not be tampered with in any way from the G56 GTA specification as supplied by Ginetta with the exception of running to the 100% throttle map as supplied for the GTA 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. The maximum performance for the cars is 300bhp and 405Nm and the power and torque curves must be unmodified from that as supplied by Ginetta.
- 5.10.10 Traction Control and Stability Control Systems are permitted. If Ginetta G55 Supercup cars in class Ginetta are fitted with Traction or Stability Control Systems they must carry an additional 25kgs from the base weight specified in 5.16.3 as detailed in App. D or any subsequent bulletin.

## **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 NCR. 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 NCR 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 Ginetta must retain the Hewland 6 speed sequential gearbox as supplied by Ginetta cars and must run the following prescribed gear ratios at all times: 1<sup>st</sup> 15:30; 2<sup>nd</sup> 15:23; 3<sup>rd</sup> 17:21; 4<sup>th</sup> 20:21; 5<sup>th</sup> 25:23; 6<sup>th</sup> 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.
- 5.12.4 The Ginetta GTA race car must retain the Quaife 6 speed sequential gearbox as supplied through Ginetta Cars Ltd. Either the earlier or later gear ratios may be used as noted below. It is the competitor's responsibility to ensure that the following prescribed gear ratios are retained at all times during competition with the earlier gearbox: 1st 17:38, 2nd 21:35, 3rd 24:32, 4th 29:26, 5th 27:28, 6th NA, Drop Gear 25:30, Final Drive ratio 3:73.
- The newer style gearbox must be the one supplied by Ginetta for the GTA and must carry the intact Ginetta seals.

## **5.13 SUSPENSION**

- 5.13.1 Suspension is free with the exception of cars originally built to GT4 specification which must run their originally homologated suspension. Cars in the Clio Class and the Ginetta G56 GTA which must run the suspension as detailed in these regulations and/or the relevant Appendix of these regulations. Ferrari 488 Challenge and Porsche 991 Cup must run the homologated suspension arms, pick up points and mounts but springs, dampers and anti-roll bars are free.
- 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
- 5.13.3 G56 GTA cars in Class Trophy may only use the following parts:
- Front anti roll bar (Ginetta part number G50-C0115)



- Rear anti roll bar (Ginetta part number G50-D0039)
- Spring rate and part numbers must be as follows:
- 550 lbs (Ginetta part number G50-550X10X46) Rear
- 650 lbs (Ginetta part number G50-650X10X46) Front
- Shock absorbers G123C-0001NP.00 (front) and G123C- 0002NP.00 (rear)

## **5.14 WHEELS/STEERING**

5.14.1 Current NCR 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 G56 GTA cars in class Trophy may only use wheels supplied for the G56 GTA or G55 Supercup with a maximum width of 9” on the front axle and 10” on the rear axle.

## **5.15 TYRES**

5.15.1 It is a requirement that all vehicles competing in the championships must qualify and race on Goodyear Slick or Dunlop Direzza and/or Goodyear Wet tyres as specified in their class description, see Championship Regulation 1.6.5 and 5.15.8. In the event of an equivalent Goodyear tyre available to the Dunlop Direzza during the season this tyre will also be acceptable following confirmation from Britcar-Endurance.

5.15.2 The artificial heating of rims and/or tyres via mechanical means such as ovens and blankets is permitted in the garage and paddock but not in the pitlane or on the grid. Chemical treatment is prohibited.

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

5.15.4 HP Tyres are the mandatory tyre supplier for the Britcar Endurance Championship and will be present at all rounds to provide free trackside fitting and support to competitors who purchase their tyres through HP Tyres.

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

5.15.6 Competitors may use no more than 8 new “Dry” tyres at every round (Dry tyres are Direzza or Goodyear racing slick. Wet tyres are not limited). Tyres may be marked with identifiers to enable correct audit of quantities used during the meeting.

5.15.7 Prior to qualifying, all entries must submit the serial numbers of the 8 new tyres to BAO on this form: <https://forms.gle/1UY19DVPhXLX5dX6A>

Previously submitted serial numbers will be recorded on that list and all tyres used during qualifying and the races must comply with the serial numbers on this list for the respective entry.

5.15.8 Tyres eligible for the following classes are:

- Class Challenge: Goodyear Slick and Racing Wet
- Class GT: Goodyear Slick and Racing Wet
- Class Ginetta: Goodyear Slick and Racing Wet
- Class Trophy: Goodyear Slick and Racing Wet
- Class Cup: Dunlop Direzza and Goodyear Racing Wet
- Class Clio: Dunlop Direzza and Goodyear Racing Wet

5.15.9 Dry weather tyres and wet weather tyres cannot be mixed on the same car.

## 5.16 WEIGHT

5.16.1 The minimum weight of the vehicle only will be as declared on the entrants Vehicle Registration and Entry Form, Appendix C or any subsequent bulletins, with the weight listed in Appendix C superseding the declared weight on the entry form and any subsequent bulletins superseding all previous weights. The weight without the driver on board will be measured as soon as possible after crossing the finishing line. No fluids or other materials may be added to the car between crossing the line and being weighed. The car weight used to compare against the declared weight will include all remaining fuel on board.

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

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

5.16.4 The minimum weight for the Ginetta G56A is 1100kgs.

5.16.5 The minimum weight of individual entries, models or makes may be further set by championship bulletins.

## **5.17 ELECTRICAL**

5.17.1 Lighting -

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

5.17.4 Rear Fog Light - Vehicles must be fitted with a high intensity rain light(s). As per current NCR Red Warning Light.

## **5.18 BATTERIES**

5.18.1 The make and capacity of the batteries are free. Each battery must be securely fixed and covered to avoid any short-circuiting or leaks.

5.18.2 Should the battery be relocated from its original position, it must be attached to the body using a metal seat and two metal clamps with an insulating covering fixed to the floor by bolts with a minimum diameter of 10mm and a washer at least 3mm thick and with a surface of at least 200mm<sup>2</sup> beneath the metal of the bodywork. Any wet cell battery installed in the cab must be encapsulated to prevent leakage in accordance with NCR.

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 NCR 7.2.10.

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 Ginetta G55 running in 'Class Ginetta' may run ABS, in this instance they must carry an additional 25kgs from the base weight specified in 5.16.3 as detailed in App. D or any subsequent bulletin.

5.19.5 For cars in class Ginetta only the following brake calipers are permitted:

- Front: Left G50-10063; Right G55-10068
- Rear: Left G1231-0051LP.00; Right G1231-0052RP.00

## 5.20 FUEL

5.20.1 Fuel Grade - The Championship allows fuel to be used in accordance with the current NCR Ch. 8 App. 1 Permitted Fuels 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 can supply Sunoco Fuel **and the recommended fuel is Sunoco FAS** but orders must be placed in advanced – see Art.7.1.5

## 5.21 SILENCING

5.21.1 All cars will be tested to meet the limit as per current NCR. The Limit is 105dB(A) 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.

## 6 CHAMPIONSHIP INSIGNIA & VEHICLE DECALS

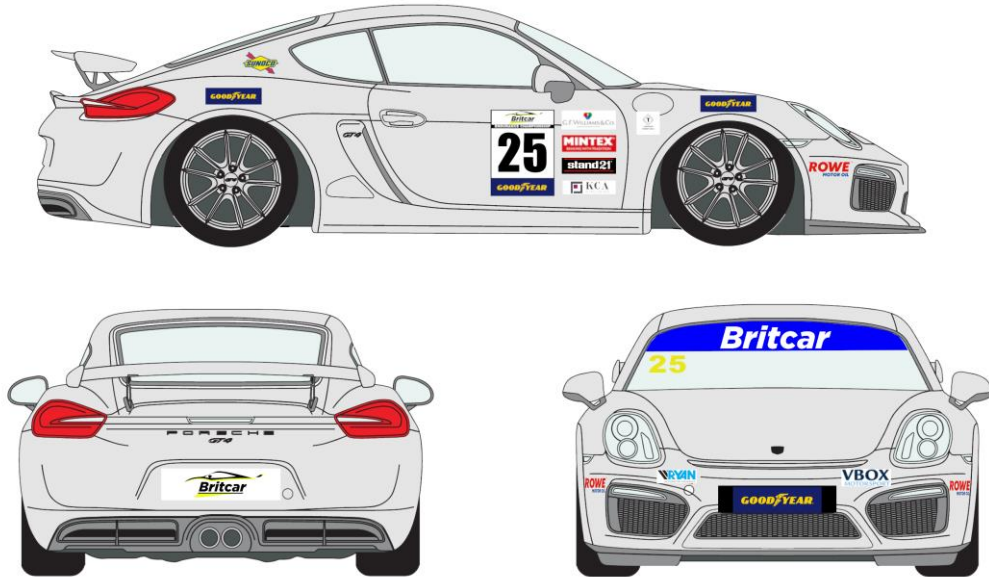
- 6.1.1 Presentation of all vehicles must be of a high standard. The acceptable standard is at the sole discretion of the BECO.
- 6.1.2 The Entrant is responsible for acquiring the correct decals and badges and ensuring the correct placement.
- 6.1.3 The BECO reserves the right to add or remove Championship sponsors at any time; new decals and overall badges will be supplied for no additional charge when this occurs. All championship decals are mandatory and must be placed as per layout sheets accompanying the decal packs issued by the Promoter.
- 6.1.4 Competition numbers must be positioned in accordance with current NCR, 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
  - Front Windscreen, Passenger Side for car numbers
  - Below both Headlights and both front and rear wheel arches.
  - Dashboard area visible to onboard camera to display car number and championship sponsors decal Competitors may substitute graphics overlays on their in car camera feed but these overlays must clearly show car number and championship logo.

If a competitor is unable to fit all of the required decals in the required positions alternative positions and/or sizes may be granted by BECO as long as the requirements of NCR and the Championship including their sponsors are satisfied.

6.1.6.1 See 2025 Britcar Endurance Location map below.



2025 Mandatory Decal Locations



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 £50.00 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, 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 Britcar, 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 VEHICLE DECALS

6.2.1 Race suit badges form part of the official championship insignia, therefore it is MANDATORY that all drivers have the badges affixed to their overalls. 2 Badges will be supplied. 1 BEC badge (Left breast) and 1 Goodyear (Right breast). More may be required with more sponsorship. Badges must be sewn in place around the full perimeter of each badge – the use of tape, Velcro or other fixings is prohibited.

6.2.2 See 2025 Britcar Endurance Overall Location map below: -

### Race Overall Badge Placement



6.2.3 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.

6.2.4 Any sponsorship decals, championship insignia or other branding which the BECO deem to be in conflict with the interests of Britcar, 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.

6.2.5 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.

6.2.6 It is requested but not mandatory that all teams have the Championship logo on their main support vehicles. This will be available in 2 sizes:

- 500 mm x 220 mm
- 1000 mm x 460 mm

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

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

6.3.1 Britcar Endurance Ltd have all ownership rights to the name Britcar, Britcar Endurance, the Britcar Endurance Championship, the British Endurance Championship, BEC and The Britcar Endurance Performance Indicator (BEPI). Any use of media, video or still, must credit Britcar. Commercial use is prohibited without prior consent.

6.3.2 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 World Sport Consulting Limited, the TCR UK Touring Car Championship operated by World Sport Consulting Limited or any licensee thereof other than the license granted by WSC to Britcar Endurance Limited to allow TCR cars to compete within the Britcar Endurance Championship .

6.3.2 Britcar Endurance Limited does acknowledge all such intellectual property rights held by SRO Motorsports Group in respect of their regulations for building competition cars for Grand Touring Car Racing and associated rights in respect of GT4, and also makes it clear that there is no connection between Britcar Endurance Limited and/or the Championship and SRO Motorsports Group, the British GT Championship operated by SRO Motorsports Group or any licensee thereof.

6.3.4 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 or IP 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.

6.3.5 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.

6.3.6 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.

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

6.4.1 Competitors must complete the online entry forms. Links located on our website [www.britcar-endurance.com](http://www.britcar-endurance.com) under CHAMPIONSHIPS.

6.4.2 Payments for entries are to be made to BARC/BRSCC. For Championship Registration, Driver Memberships, race deposits and testing fees payments must be made directly to BEL, for details contact Claire Hedley on 01428 288008 or by email at [Claire@britcar-endurance.com](mailto:Claire@britcar-endurance.com) or by Cheque made payable to Britcar Endurance Limited.

6.4.3 There are NO refunds on deposits paid for rounds.

6.4.4 No refunds or transfer of monies will apply if circuit or organisers do not refund BEL.

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

#### **6.5 RADIO COMMUNICATION**

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

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

#### **6.6 MANDATORY ON BOARD CAMERA'S**

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

- 6.6.2 The mounting must be of a mechanical means of attachment sufficiently robust to withstand anticipated stresses and vibration and must not present any sharp edges or projections in the vicinity of the driver's body or helmet. The mounting must be approved by the CES . NCR apply.
- 6.6.3 The unit must be switched on and be recording at all times when the car is on track during any official free practice, qualification sessions and races. The onus is on the competitor to ensure that the unit's battery is charged, or its supply is operational, and the device remains operational during the above-mentioned sessions.
- 6.6.4 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 by the CCoC as detailed in Championship Regulation Art.4.2 and may prejudice their defence in the case of an incident.
- 6.6.5 At the end of each session, each team must save the on-board camera footage on the SD card, then remove the card and hand it to the designated 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.
- 6.6.6 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 BAO after the stop. Competitors are reminded that they must still be able to comply with Championship Regulation 2.14.7,6.6.3, 6.6.4 and 6.6.5 at all times during competition.
- 6.6.7 The video cards will be returned to the teams once the CCoC has completed his investigations.
- 6.6.8 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.
- 6.6.9 Please also be aware of the intellectual property ownership rights referred to in Championship Regulation Art.6.3.
- 6.6.10 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.

## **6.7 TELEVISION**

- 6.7.1 The Championship promoter, Britcar Endurance, retain exclusive broadcasting, recording, cable, satellite, video, games, digital and internet rights to all footage.
- 6.7.2 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.
- 6.7.3 The BECO will supply teams with in car dash decals to be displayed.
- 6.7.4 It's the responsibility of the drivers to display the Championship Cloth badges on the race suits whilst being interviewed on Television.
- 6.7.5 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 BCC.
- 6.7.6 Its is the responsibility of the teams to make sure all Championship decals that have been supplied on the cars and displayed in the locations requested.
- 6.8 Paddock Arrangements**
- 6.8.1 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.
- 6.8.2 Teams not adhering to these controls will be fined by the circuit, event promotor or race organising body and the fines imposed by the circuit, promotor or organising body will be borne by the competing team directly and not to the BECO.
- 6.8.3 Teams testing the day before the event will be asked to move all private vehicles and Motorhomes (unless permission given by the Britcar Office) away from the back of the garages for all teams arriving for the next day's race meeting.
- 6.8.4 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.
- 6.8.5 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 Championship Co-ordinator Claire Hedley  
P O Box 140, Liphook,  
Hampshire, GU30 9BU  
Tel: 01428 288008 Mobile 07534 365894  
Email:-claire@britcar-endurance.com
- 7.1.2 Championship Technical Manager David Hornsey  
C/O Britcar Endurance Ltd  
Po Box 140, Liphook, Hampshire, GU30 9BU  
Tel :- 01428 288008  
Email : david@britcar-endurance.com
- 7.1.3 Championship Eligibility Scrutineer Adrian Smith C/O BARC,  
Thruxton Circuit, SP11 8PN
- 7.1.4 Championship Event Club - BARC: John Hutchinson  
BARC, Thruxton Circuit,  
Andover, Hampshire, SP11 8PN  
Telephone: 01264 882205  
Email: Jhutchinson@barc.net

## 7.1.5 RACE CIRCUITS

- |                        |  |                   |
|------------------------|--|-------------------|
| Brands Hatch           | Fawkham Longfield,<br>Kent, DA3 8NG            | Tel: 01474 872331 |
| Donington Park Circuit | Castle Donington,<br>Derby, DE74 2RP           | Tel: 01332 810048 |
| Oulton Park            | Little Budwoth, Tarporley,<br>Cheshire CW6 9BW | Tel: 01829 760301 |
| Silverstone            | Northants, NN12 8TN                            | Tel 08704 588200  |
| Snetterton Circuit     | Norwich, Norfolk, NR16 2LU                     | Tel: 01953 887303 |
| Thruxton Circuit       | Thruxton, Nr. Andover, Hants, SP11 8PN         | Tel: 01264 882222 |

**7.1.7 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

**7.1.8 FUEL SUPPLY** Anglo American Oil Company Ltd,  
58 Holton Road,  
Holton Heath Trading Park,  
Poole, BH16 6LT  
Telephone + 44 (1) 1929 555973  
Email: shaun@aaoil.co.uk

**7.2 COMMERCIAL UNDERTAKINGS:**

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

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

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

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



### 7.3 HEALTH AND SAFETY AND ENVIRONMENTAL

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



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

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

[Motorsportuk.org/racewithrespect](https://Motorsportuk.org/racewithrespect)  
[#RaceWithRespect](https://twitter.com/RaceWithRespect)

### **The Values**

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

I pledge to #RaceWithRespect and:

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

Any breach of these obligations may result in disciplinary action.



**APPENDIX B – VEHICLE CHANGE FORM**

Electronic copies of this form can be obtained from BCC on [claire@britcar-endurance.com](mailto: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](mailto:claire@britcar-endurance.com)

Car Number:

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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:**

- 1.7.9 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.
- 1.7.9.1 To change a vehicle the competitor must inform the BECO and the CES via the official Vehicle Change Form (See Appendix B) or contact the BCC for a copy of this form ([claire@britcar-endurance.com](mailto:claire@britcar-endurance.com))
- 1.7.9.2 As long as the Promoter and the CES gives their approval that the vehicle is also the same or lesser performance as the vehicle registered for the BEC, then the points already awarded from the previous races will be carried over to the new vehicle. They may return to the originally entered car at any time.
- 1.7.9.3 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 Challenge car with a car that would normally be eligible for Class GT they may race it in Class Challenge for one event only. If they race this car at subsequent events, it will be moved to Class GT.
- 1.7.9.4 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.



## APPENDIX C –Balance of Performance

Cars entered may not exceed the following maximum or minimum measurements (where specified):

Challenge:

- 450bhp/tonne (bhp measured at the flywheel) for cars not on the list below.

Car	Minimum Weight (kg)	Maximum Power (Flywheel, bhp)	Pitstop Additional Time per stop (sec)
Ferrari 488 Challenge EVO	1485	670	10
Ferrari 488 Challenge	1430	645	
Ferrari 458 Challenge	1285	570	
Porsche 991 GT3 Cup	1190	500	

GT:

- 350bhp/tonne (bhp measured at the flywheel) for cars not on the list below

Cars built to GT4 specification	Minimum Weight	Power level
Aston Martin Vantage AMR GT4	1485	SRO 2020 Map 3
Aston Martin Vantage AMR GT4 Evo	1515	Map Restricted 3
Audi R8 GT4	1520	44 mm Restrictor
BMW M4 GT4 F82	1375	Black Stick +
BMW M4 GT4 G82	1490	Map 4
Ford Mustang GT4	1500	63mm Restrictor
Ginetta G55 GT4	1105	385 bhp
Ginetta G56 GT4	1325	50mm Restrictor
KTM X-Bow GT4	1130	2.25bar pBoost
McLaren 570s GT4	1440	Map GT4 2020
McLaren 570s GT4 With Hand Control System	1490	Map Trophy
McLaren Artura GT4	1370	Map 3
Mercedes AMG GT4	1470	Map 8
Porsche 718 GT4 RS	1400	53.7mm Restrictor
Toyota GR Supra GT4	1400	Black Stick

Ginetta:

- Minimum Weight 1085kgs, maximum power 355bhp (bhp measured at the flywheel) if not equipped with ABS, Traction Control or Stability Control
- Minimum Weight 1110kgs, maximum power 355bhp (bhp measured at the flywheel) if equipped with any combination of ABS, Traction Control or Stability Control

Trophy:

- 310 bhp/tonne (bhp measured at the flywheel) for cars not on the list below

<b>Car</b>	<b>Minimum Weight</b>	<b>Maximum bhp (flywheel)</b>	<b>Pitstop Additional Time per stop (sec)</b>
Ginetta G56A	1100	300	
Cars originally built to BTC/NGTC regulations.	1220	380	

Cup: 280 bhp/tonne (bhp measured at the flywheel).

TCR: Gen 1 TCR cars: Must comply with the details on ‘Technical Document – TCR Gen 1 cars’ available from the TCR Technical Hub. If a subsequent TCR Balance of Performance (BoP) bulletin is issued with updated figures for Gen 1 cars applicable to ‘Endurance’ competition the cars must comply with the latest Bulletin from TCR.

Gen 2 TCR cars: Must comply with the latest Balance of Performance issued by TCR where the BoP applies to ‘Endurance’ competition.

## APPENDIX D – Handicap Formula

In the event of the championship points reverting to the Handicap system (Championship Regulation 1.7.6.1) the formula for calculating the handicap will be as follows:

Round 1: Silverstone International:

The fastest qualifying lap in each class will be used to determine the expected number of laps to be completed in the race. This will be determined as follows:

$$\frac{(\text{Total Race Length: 45min/2700 sec} - \text{Mandatory Pitstop Time: 127 sec}) \times 90\%}{\text{Class Pole Position}}$$

This will give an expected number of laps in each class. This number will be rounded UP to whole laps and the difference will be applied to the actual laps completed to determine the 'Finishing order' with respect to awarding overall points only.

Round 2: Silverstone GP Onwards:

The fastest lap in class of each car at the previous round will be added to the fastest lap by the second driver in the same car (if there is one) to determine the average fastest lap of the car (in the case of a single driver car their single fastest lap will be the reference lap).

The seconds/km of this fastest lap will be compared to the seconds/km of the overall fastest comparable car from the previous visit to the upcoming track in dry conditions to determine the percentage difference in seconds/km between the previous track and the upcoming track. This percentage difference will be applied to the new track length and the race length (minus mandatory pitstop length) multiplied by 90% to account for safety cars and delays. This will give an expected number of laps for each class leader to complete. This number will be rounded UP to whole laps and the difference will be applied to the actual laps completed to determine the 'Finishing order' with respect to awarding overall points only.

## APPENDIX E – Pitstop Calculator

The length of the pitstop will be calculated as the following:

‘Mandatory Pitstop Duration (2.9.5)’ + ‘PRO driver penalty’ (if applicable) (2.9.5.1) + BoP Adjustment (if applicable)(App. D)

For Example, if you are competing at Round 2 in a Ferrari 488 Challenge and your team consists of a PRO/AM pairing your pitstop time will be:

$$135 + 20 + 10 = 165 \text{ Seconds}$$

For reference the Mandatory Pitstop Times and the PRO Penalty and BoP (at time of issue of the regulations) are as follows:

Mandatory Pitstop Times:

Silverstone International Pitlane	147 seconds
Silverstone Heritage Pit lane	135 seconds
Brands Hatch Pit lane	130 seconds
Oulton Park Pit lane	125 seconds
Snetterton Pit Lane	128 seconds
Donington Pit Lane	129 seconds
Thruxton Pit Lane	126 seconds

PRO/AM driver pairings will have the following BoP time applied to their Mandatory Pitstop Time:

All pitstops: +20 seconds

BoP Adjustments:

Ferrari 488 Challenge EVO

All pitstops: +10 seconds



## APPENDIX F – Refuelling Minimum Equipment Standards

Minimum equipment standards can be clarified in the NCR 12.11.1 The current minimum standards are included below for reference but these may be superseded by any update to the National Regulations

**Overalls:** ISO 14116

Suitable overalls include:

AWS Clubman Plus race suit – [advanced-wear.co.uk](http://advanced-wear.co.uk)

Lille Racewear Sprint race suit – [lilleracewear.com](http://lilleracewear.com)

**Gloves:** FIA 8856-2018

**Balaclava:** FIA 8856-2018

**Goggles:** No minimum standard but must fully enclose the eyes to prevent fluid splash.

**Underwear:** Not a mandatory requirement but it is recommended to wear full length underwear to the standard of FIA 8856-2018

**Refuelling Churn:** Churn of no more than 25 litres with a dry break coupling and closed loop breather. Suitable churns which utilise standard vehicle filler and **DO NOT** require a dry break connector on the car include the Sunoco 20L Fuel Jug with Ripper Neck – [aaoil.co.uk](http://aaoil.co.uk)