



2026

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PREFACE

ACRONYMS USED IN THESE REGULATIONS

BEL	Britcar Endurance Ltd. Registered at Cardiff Company Number 09717476, R/O Daws Lane London NW7 4SD
BESI	Britcar Endurance Sustainability Index
GT4	A set of regulations for building competition cars for Grand Touring Car Racing are owned and implemented by SRO Motorsports Group. 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 Championship under our own technical regulations.
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: CH2026/R054
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 Championship Stewards: Richard Norbury
Ray Sumner
Bob Lentell
Carol Glenn

1.2.5.1 Any three of the Championship Stewards may convene to make a decision in accordance with the following provisions of the 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 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.

1.2.6 Pursuant to Motorsport UK NCR Ch 1 App 1 nomenclature a Championship Organising Committee has been appointed by the Organisers and the Directors of Britcar to consider and advise on Championship & Technical matters where in their unfettered discretion additional counsel may be beneficial. The Committee may in its absolute discretion co-opt such expertise advice and assistance as it requires from time to time and such matters shall be considered within the Rights of the Organisers.

1.3 COMPETITOR ELIGIBILITY :-

- 1.3.1 Entrants must comply with the following :
- (a) be fully paid-up valid membership card holding members of Britcar and
 - (b) be registered for the Championship and
 - (c) be in possession of a valid Motorsport UK Entrants Licence.
 - (d) if the entry is not made by a 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 Championship
 - (c) be in possession of a valid Motorsport UK Competition Licence Race Club or higher. Please note that although the minimum licence status may be approved at Club, the NCR 12.4.6.2 also applies. NCR 12.4.6.2 Any Driver competing in a vehicle of 0.34bhp/kg or higher (excluding driver weight) and measured at the driven wheels, must be the holder of a Race National, as a minimum.
 - (d) or be in possession of the highest grade of national Race licence or valid FIA International Licence, including confirmation of a valid medical certificate, together with their ASN's written consent (NCR 6.3.1.6 and FIA ISC Article 2.3.7 applies)
- 1.3.2.1 Additionally, if participation in the Championship requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.
- 1.3.3 A Team is a commercial race company or racing team hosting drivers in providing race services or covered accommodation in the Championship and as a result receives financial gain where, in respect of Junior Championships, the principal is not also the parent/guardian. Being considered as being a Team includes the use of team names, team sticker kits and team race suits/clothing.
- A Team shall at all times uphold and respect the provisions of the NCR and these Championship Regulations as may be amended from time to time and shall;
- (a) hold a valid Motorsport UK Entrant licence;
 - (b) have at least £5 million Public Liability Insurance to be evidenced on demand;
 - (c) uphold the values of the Respect Code and all applicable Motorsport UK policy and guidance;
 - (d) act in a professional manner at all times and not act or permit any member of the Team to act in such a manner as to bring motor sport, the Championship or Motorsport UK or any its officers and officials into disrespect;
 - (e) adhere to the Motorsport UK Safeguarding Policies and guidance documents, complete Safeguarding training when required and ensure that any person undertaking Regulated Activity is the holder of a valid suitability check certificate supplied through Motorsport UK;
 - (f) ensure that representative(s) and driver coaches attend training/briefing when required;

(g) adhere to the NCR in respect of anti-alcohol and illicit drugs as well as Motorsport UK processes for anti-alcohol and illicit drugs testing;
(h) nominate one member of their Team as the Team Representative at each Event including but not exclusively for the purpose of all judicial proceedings at Events and who shall be present at all judicial proceedings concerning drivers entered under that Team licence in substitution for the driver Parent/Legal Guardian.

- 1.3.3.1 It is recommended the Team has:
(a) a designated team member as a 1st 4Sport, Level 2 qualified coach;
(b) a designated UKAD Certified Advisor, and
(c) be responsible for carrying out and documenting a risk assessment of their activities; (risk assessment management tool available from Motorsport UK)
- 1.3.4. All competitors must sign-on at Events that they compete in and all necessary documentation must be available to be presented for checking at all times upon the demand of the Officials
- 1.3.5 Competitors not registered for the Championship may be permitted on an individual Event basis and will:
(a) be deemed “GUEST Competitors” (Art. 1.4.3.1) or “INVITATION Competitors” (Art. 1.4.3.2)
(b) not score points and will be invisible for the purpose of Championship points scoring
(c) qualify for Event awards
(d) comply with the eligibility criteria as prescribed in Article 1.3. above, with the exception of 1.3.1. (b) and 1.3.2. (b).
- 1.3.6 Each Championship Competitor (including all INVITATION and GUEST Competitors cars) must complete and submit online, to the satisfaction of the Organisers, a Championship Driver Entry Form 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 Championship Technical Manager. Registrations will be processed in the order of a complete registration being received. A ‘complete’ registration is the receipt of ALL relevant registration forms plus the payment of the Championship Registration Fee. Where there is a limit to the number of resources available to competitors (for example, but not limited to: Garage Allocation) these resources will be allocated in the order of receipt of completed registrations. The Championship Technical Manager will review all VRF’s and if the submitted data is appropriate for the class being entered (i.e. the Power:Weight ratio is correct using the submitted figures etc) the Championship Technical Manager will sign and date the VRF to ‘Approve’ it and this then becomes the ‘Technical Passport’ against which the cars eligibility will be measured alongside these regulations.
- 1.3.7 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.

1.3.8 Entry into the Championship requires 2 or more Drivers for races over 2 hour advertised duration, for 2 hour or less 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.

1.3.9 Drivers must nominate themselves as either a Professional (PRO) or Amateur (AM) on their Drivers Entry Form documentation. Driver histories must be submitted to the Organisers on request and their decision is final as to the grade of the Driver. The Organisers reserves the right to change a Drivers grading at any time based on Driver performance or Results inside or outside of the Championship .

Entrants/Drivers misleading the Organisers by failing to submit accurate Driver histories on request or by knowingly entering as an AM when they satisfy one or more of the Professional criteria will be reported to the championship stewards for appropriate action.

1.3.9.1 PROFESSIONAL (PRO) A “Professional” Driver will satisfy one or more of the following criteria:

- Currently an FIA Grade Silver or above
- Is earning money as a racing Driver and/or is actively involved in, and earning money from, Race coaching.
- Has won races in notable national single Driver series such as: British Touring Car Championship; Porsche Carrera Cup GB; British F4; British Rally Championship (not an exhaustive list).
- Has been competitive in regional or world level series such as: GT World Challenge; WEC; GP3; GP2; Formula Regional; Indy Nxt. (not an exhaustive list).
- 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

1.3.9.2 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.

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

1.3.11 The representation of PRO and AM grades within an entry will determine the Mandatory Pitstop Time(s) Art 2.7.2.12.4

1.3.12 Drivers aged 60 or over at the start of the 2026 season may be exempt from the criteria set out in Art.1.3.9 above at the Organisers sole discretion.

1.4 CHAMPIONSHIP REGISTRATION

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

1.4.2 The VRF is available on the website at britcar-endurance.com/entry-forms-registration/

1.4.3 The Championship Registration Fee is £600 + VAT per vehicle including drivers. Competitors may enter individual races as a one off or “Invitation” entry without paying the championship registration fee. See 1.3.5 for details. Competitors may not register for the championship if they are only competing in the final round. Payment details are available in Championship Regulation Art. 6.4. Registration Payments are Non-Refundable.

1.4.3.1 Cars which do not meet the eligibility 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 as described in Art. 1.3.5.

1.4.3.2 Cars which do meet the eligibility criteria for the Championship as defined in these regulations but are not registering for the Championship will be classed as an INVITATION Entry within the class they are technically eligible for and are not eligible for any overall or class awards or points as described in Art. 1.3.5. Upon their 3rd race in the Championship as an INVITATION entry the entrant will be registered as a Championship Entry and they will be invoiced for the balance of the Championship Registration Fee. INVITATION entries must comply with all the sporting and technical regulations relevant to their class.

1.4.3.3 A GUEST Entry (1.4.3.1) fee and the Entry fee for “INVITATION” (1.4.3.2) Race Entries who are not registered for the Championship will be £100 more than the stated Entry fee for the event.

1.4.4 Permanent Competition Vehicle Numbers will be Competition numbers 2 to 999, issued by the Organisers on a first come first serve basis.

1.4.5 Deposits will be required for the Championship against all Events in which entrants wish to reserve a place on the grid. This will be on a first come first served basis. A deposit of £300 per Event is required. All payment details are available in Championship Regulation Art. 6.4.

1.4.6 All Teams registered will receive one full set of Championship decals for their vehicle (CR 6.1.6.1) 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 of £50 plus VAT plus First Class postage for the decals and £ 10 plus VAT plus First Class postage for each identification band.

- 1.4.9 Britcar Club Membership – Championship Registration includes all Driver memberships. Each Driver will also receive the ‘Championship Logo’ & ‘Goodyear’ Cloth Overall badge which must be sewn on their Race overalls in accordance with Championship Regulation Art.6.2.
- 1.4.10 Entry fees for all rounds must be paid directly to BARC via their invoicing system. Deposits for any round must be paid directly to BEL.
- 1.4.11 All payments made to BARC, the Organisers and or BEL must only be remitted by direct transfer from a fully traceable European clearing bank.

1.5 CHAMPIONSHIP EVENTS

The 2026 Britcar Endurance Championship will be contested over 10 Races across 8 Events with the best 8 scores counting towards the championship.

DATE	CIRCUIT	RACE LENGTH	CLUB
21 st March	Donington Park Grand Prix*	1 x 90 min	BARC
25 th April	Oulton Park International*	1 x 90 min	BARC
29 th - 31 st May	Spa -Francorchamps*	2 x 61 mins	RACB
11 th July	Snetterton 300*	1 x 90 min	BARC
8 th August	Donington National*	1 x 90 min	BARC
29 th August	Snetterton 300*	1 x 90 min	BARC
3 rd October	Silverstone International*	1 x 90 min	BARC
7 th November	Brands Hatch Indy*	2 x 45 min	BARC

* subject to track license

- 1.5.1 Reserve Rounds
In the event of a race being cancelled for reasons of force majeure, the Organisers may elect to nominate replacement races (to be notified by Official Championship Bulletin).
- 1.5.2 Alternative Championship Races may be organised in accordance with NCR 12.2.4
- 1.5.3 Testing is available at each circuit the Friday before each Event (except Spa-Francorchamps) and Competitors can book testing via the Britcar Championship Co-ordinator (Claire Hedley) on 01428 288008 or claire@britcar-endurance.com. 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.
- 1.5.4 There are no testing restrictions.
- 1.5.5 The Championship reserves the right to share track time with other Championships. In the event of other Championships sharing track time details will be advised via Event Bulletin.

1.6 SCORING

1.6.1 Points will be awarded to Competitors who qualify to score points as follows:

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

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). Entrants not completing 75% will be awarded 50% points of their relative finishing position in class if they are classified as a starter.

1.6.2 There must be a minimum of three 2026 Registered Championship Competitors Entered and classified as a Starter in class at each round to receive Full Championship points as stated in 1.6.1
If there are less than three 2026 Championship Registered Competitors in class then they will receive the following points:-

1st Place 25 points
2nd Place 20 points

Championship Regulation Art. 1.6.1 and 1.6.4 still applies

1.6.2.1 The definition of an "Entry" and "Starter" with regards to Championship point allocation is a registered Championship Competitor who's race entry has been accepted by Organisers and has signed on to the Event and is classified as a 'Starter' as per NCR 12.6.5.9. If 'Force Majeure' prevents an "Entry" from fulfilling the provisions of NCR 12.6.5.9 they may still be regarded as an "Entry" with regards points allocation upon written agreement from the Championship Clerk of the Course.

1.6.3 Ties shall be resolved using the formula in NCR 4.3.4. 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 Event. If there are 2 or less cars entered into the class at a particular Event that 'Win' will not be taken into account when resolving the tie.

1.6.4 Points will be awarded to the Entry (car) over the course of the season. There are no separate Drivers points or awards. For an Entry to receive points it must have a clear "consistency" to the previous round as detailed in 1.6.6 and 1.6.6.1. If an Entry 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.

- 1.6.5 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 the following scenarios will apply:
- Where the race has started and has run at least 5 laps not under safety car but the overall race distance has been reduced it shall still count as a full points scoring round.
 - If the race cannot be run then half points will be awarded, based upon the grid positions for the race(s)
 - If the race is run but less than 5 laps are completed not under safety car then half points will be awarded, based upon the grid positions for the race(s).
- 1.6.5.1 In the event of cancellation of a Championship round outside of the control of the Organisers, where the round cannot be relocated to the reserve round or the reserve round has already been used, the total number of rounds eligible towards the Championship will be reduced accordingly. In this instance, an accumulation of all the points eligible registered entrants scores will be used to determine the overall and class Championships.
- 1.6.5.2 Neither the Organisers nor the Organising club running the respective Event shall be liable for any consequential loss or damages.
- 1.6.6 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. If there is no Chassis Number for the car the Championship Eligibility Scrutineer will apply a Motorsport UK seal to the chassis to identify it.
 - Team Manager running the car
 - One Driver
- 1.6.6.1 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 1.6.6 MUST be the same as the previous round. For example, if a team replaces their car then the Entrants license, Team Manager and one of the drivers must remain
- 1.6.7 If a Competitor has to replace their car from the car registered to compete in the championship for ANY reason they may do this only once in the season.
- 1.6.7.1 To change a car the Competitor must inform the Organisers and the Championship Eligibility Scrutineer via the official Vehicle Change Form (See Appendix B) or contact the Britcar Championship Co-ordinator for a copy of this form (claire@britcar-endurance.com)
- 1.6.7.2 As long as the Promoter and the Championship Eligibility Scrutineer gives their approval that the car is also the same or lesser performance as the car registered for the

Championship, then the points already awarded from the previous races will be carried over to the new car. They may return to the originally entered car at any time.

- 1.6.7.3 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. Organisers may waive this CR under exceptional circumstances.
- 1.6.7.4 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.
- 1.6.8 If a car 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.

1.6.9 No team can register for the Championship to gain points at the last round of the season

1.7 AWARDS

- 1.7.1 All awards will be provided by the Organisers and/or their commercial partners and sponsors.
- 1.7.2 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

Awards will be given for the races as follows:

- Awards to the Drivers of the cars placed 1st, 2nd and 3rd overall including Championship registered and INVITATION entries but excluding GUEST entries (2 trophies to be supplied per car)
- Celebratory bottles to 1st, 2nd and 3rd overall
- Awards to the Drivers of the cars placed 1st, 2nd and 3rd in a class including Championship registered and INVITATION entries but excluding GUEST entries (2 trophies to be supplied per car)
- Sponsors cap

Driver of the Day award – Decided by the Britcar Media Team

Additional trophies and awards may be made at the discretion of the Championship organisers and/or Championship sponsors.

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

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

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

1.7.4 Awards will be presented at the end of each event, and/or at the end of the Championship at the designated presentation ceremony. Drivers are reminded that the End of Year presentation is part of the Championship and it is requested that all teams attend. Entrants or their representatives not attending the end of year prize giving ceremony will forfeit receipt of their respective trophies. Any teams requiring additional trophies can request these from the Organisers and there may be a charge for these.

1.7.5 ENTERTAINMENT TAX LIABILITY

In accordance with current UK government legislation, the Organiser is legally obliged to withhold income tax at the basic rate (currently 20%) on all payments to non-UK resident sportspersons and entertainers, and to account for this to HMRC using form FEU1, the quarterly return of payments made to non- resident entertainers and sportspersons.

A non-UK resident is defined as someone who does not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or the Republic of Ireland. This means that, as the Organiser, the Championship is required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents.

Under certain circumstances, competitors may apply to HMRC for a reduced withholding tax rate, or for an exemption, if they can demonstrate that the standard deduction exceeds their actual UK tax liability. Such applications must be submitted in writing at least 30 days before the payment is due.

For further information contact:- Charities, Savings and International 1, HM Revenue and Customs, BX9 1AU. Tel: 0300 322 7877

1.7.6 TITLE TO ALL TROPHIES

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 of them being requested to allow them to be reallocated. Overall Championship trophies are the

property of Britcar and must be returned upon request to Britcar. Copies are available at an additional cost.

1.8 CLASSES

- 1.8.1 The Britcar Endurance Championship cars will be classified via the technical regulations in section 5 and Appendix' C of these regulations.
- 1.8.2 The VRF which defines the class the car will be entered into can be accessed at www.britcar-endurance.com/trophy/entry-forms-registration/
- 1.8.3 The class structure is explained in detail in the Technical Regulations and summarised in Art 1.8.5 below
- 1.8.4 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

1.8.5

Class Challenge: Lamborghini Huracan Super Trofeo (Including EVO I and II), Porsche 992.1 Cup & Porsche 991 Cup cars, Ferrari 296 and 488 Challenge (Including EVO) cars balanced using different length pitstops. Also in this class are cars not built to the above specifications but also not exceeding 475 bhp per tonne based on power at the flywheel and a minimum declared weight. Cars built to GT3 specifications are expressly forbidden.

Class GT: Cars originally built to GT4 regulations and Ginetta G55 Supercup regulations balanced using the Technical BoP in the regulations and fine-tuned using different pitstop lengths. 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 declared weight.

Class Trophy: Ginetta G56 GTA running to the Britcar Technical Regulations and cars not built to the above specifications but meeting a maximum Power to Weight Ratio of 310bhp/tonne based on power at the flywheel and a minimum declared weight.

- 1.8.6 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
Trophy	Green

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.
- 2.1.2 Incorrect or incomplete entries will be held in abeyance until they are correct and complete. Any Competitor not paying on time may, at the Organisers sole discretion be refused Entry to the Event, risk losing Championship Points at the instance of the Championship Stewards or a £100 plus VAT Late Payment fine.
- 2.1.3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any Entry must be notified to the Event Organisers in writing. NCR Ch. 3 App. 11 Art. 1.1.l 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 Organisers .
- 2.1.5 Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin and are listed in the order received.
- 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 Event. The refund of entry fees is at the sole discretion of the Organisers.
- 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.

2.2 BRIEFINGS

- 2.2.1 Organisers must notify Competitors of the times and locations for all briefings in the Final Instructions for the Events. Competitors must attend all briefings. Any Written briefing is an Official Document. Any Driver or Team Manager arriving late or failing to attend a mandatory briefing may be fined £250.
- 2.2.2 Should a Competitor or Team Manager be unable to attend a briefing then they must notify the Clerk of the Course via Britcar Championship Co-ordinator in writing beforehand. Failure to do so will be considered to be non-attendance (refer to Art. 2.2.1 above). 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 Championship Clerk of the Course or their deputy. Any driver operating a mobile electronic device (phone, tablet, etc.) during the briefing will be deemed to be absent and may be fined.

2.3 QUALIFICATION / PRACTICE

- 2.3.1. Should any Practice session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session; the decision of the Clerk of the Course shall be final.
- 2.3.2. Each driver must complete a minimum of 3 laps in the car to be raced, and in the correct session, in order to qualify (NCR Ch.12 App.6 Art.3.2).
- 2.3.3 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.
- 2.3.3.1 After the end of Free Practice the chequered flag 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.
- 2.3.4 The fastest lap in qualifying will determine the grid for the first race in an Event. Subsequent grids in an Event will be determined by the finishing order of the previous race, after judicial proceedings are concluded with the exception of Round 3 at Spa-Francorchamps where each race will have its own dedicated qualifying session.
- 2.3.5 No PRO categorised Driver (1.3.6.1) may set a lap time during the timed qualifying session unless the car is solely driven by PRO categorized Drivers. Any PRO categorized Driver who sets a time during Qualifying will have an additional 1.5% added to their laptime to determine their grid position. For example a PRO Driver setting a laptime of 1:25.0 in qualifying will have his grid spot determined by the time $1:25.0 + 1.5\% = 1:26.275$
- 2.3.6 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 Championship Clerk of the Course.
- 2.3.7 The minimum period of combined Qualifying will be 1 x 10mins per Event plus a minimum of 1 x 10 mins Free Practice. Events that feature night races will also include a night familiarisation session which may be combined with the qualifying. NCR 10.6.4.12
- 2.3.8 Should any Qualifying session be disrupted the Championship Clerk of the Course shall not be obliged to resume the session for all or part of its remaining duration or re-run sessions to achieve the Championship criteria and the decision of the Championship Clerk of the Course 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; Trophy. In these circumstances, Competitors will be given the opportunity to practice in accordance with NCR 12.6.3.
- 2.3.9 After each track session cars must go directly to the designated Parc Ferme area or where they are directed by an official. 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. Official Documents may specify Parc Ferme obligations and/or permissions pursuant to the NCR.

2.4 RACES

Should any Race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the Race (NCR Ch.12 App.6 Art.9.1) (1.6.5. above applies)

2.4.1 The minimum scheduled duration shall be set by the Championship Calendar (Art. 1.6.1) but should any race be reduced at the discretion of the Championship Clerk of the Course or Stewards of the Event it shall still count as a full points scoring round.

2.4.2 The Organisers will make all reasonable efforts to return cars which stop out on the circuit during a race due to mechanical or incident damage to the team to enable them to effect repairs and return the car to the race after being checked by Championship Eligibility Scrutineer or their assistant.

2.4.3 Teams need to advise an official which driver is in the car at any point when requested.

2.4.4 In a multiple driver entry, all entered drivers must drive in the Race. For the avoidance of doubt an “Entered Driver” is a driver who appears on the entry list for the car and who has signed on for the Event.

2.4.5 In a race with an advertised duration of longer than 70 mins in a multiple driver entry, no one Driver may drive for more than 60% of the advertised race length.

2.5 STARTS

In a multiple driver team, the driver setting the qualifying time must start the first race of the weekend. .

2.5.1 For all races with the exception of Round 3 at Spa, 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. Start procedure for Event 3 at Spa will be notified via event bulletin as an Official Document.

2.5.1.1 Competitors are allowed one team member per car on the grid. The only job that person may perform is to help/assist their car to be in the correct grid position. No other work may take place on the grid unless advised in advance, via Official Bulletin, by the Clerk of the Course

2.5.2 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.

2.5.3 Any cars 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 car to take the start from the grid has passed the start line or pit lane exit, whichever is the latter.

2.5.4 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 cars 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 cars to be started from the pit lane.

2.5.5 Rolling Start Procedure:

- The Safety Car will be used as the Pace Car for the start of the Races.
- 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 competitor to maintain pace or grid position may delay the start and the team manager may be called to see the Championship Clerk of the Course and the competitor may receive a penalty.

2.5.6 The Championship Clerk of the Course and Organiser reserves the right to employ an alternative starting procedure but notice will be given via event bulletin.

2.6 SESSION RED SIGNAL

2.6.1 Should the need arise to stop any race or practice, red signals will be displayed at the Start line and at all Signalling Points around the Circuit.

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pit lane, during practice, and to the starting grid area, during a race, unless otherwise directed by Officials. Marshals should revert to displaying yellow flags to indicate to Drivers the particular location of any incident hence supplementing the Light Panels.

Cars should not enter the Pits unless directed to do so and all cars in the pit lane during a red flag period must take any restart from the pit exit.

2.6.2 All vehicles involved in contact incidents during practice, qualifying or races must be re-presented to the Championship Eligibility Scrutineer before continuing in the session.

- 2.6.3 If there is a Red Flag / race stoppage during a race, all vehicles are in Parc Ferme. Only the Championship Eligibility Scrutineer may authorise work on vehicles.
- 2.7 PITS PADDOCK AND PITLANE SAFETY**
- 2.7.1 Pits & Paddock: Competitors must ensure that the Motorsport UK, Circuit Management and Organising Club Safety Regulations are complied with at all times.
- 2.7.1.1 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 paddock space/awning.
- 2.7.1.2 All garages must be vacated by the time specified in the Supplementary Regulations or Final Instructions for that Event.
- 2.7.1.3 Permitted vehicles allowed in the main paddock area include race cars, race transporters, Championship Official hospitality Vehicles and Championship Official Vehicles.
- 2.7.1.4 Fuel Storage: 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. If any fuel is stored in a pit the Entrant of the Vehicle using that pit shall ensure that an effective fire extinguisher is kept adjacent to such fuel.
- 2.7.1.5 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.
- 2.7.1.6 A single empty, sealed 210ltr barrel may be stored outside the rear of the garage, beside the garage door.
- 2.7.1.7 The maximum size of fuel storage containers to be used by teams is 210ltrs per container containing no more than 200ltrs of fuel.
- 2.7.1.8 Pumps fitted to drain the fuel from the containers must be of a metal construction and approved for use with corrosive liquids.
- 2.7.1.9 The pit lane, garages, and fire lane are no smoking zones and everyone must adhere to circuits rules.
- 2.7.2 Pitlane: The outer lane or lanes must be kept unobstructed to allow safe passage of cars at all times. The onus shall be on the Drivers to take all due care and respect the pitlane speed limits.
- 2.7.2.1 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

2.7.2.8) 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.

- 2.7.2.2 Pit signaling on the pit wall is limited to a maximum of three team personnel per Entry. The pit wall is the only place where signaling to Drivers is permitted. (Please note Championship Regulation Art. 1.4.7). Any Competitor with more than three people on the pit wall may be liable to a fine of at least £250.
- 2.7.2.3 Only team personnel wearing the Championship supplied identification are allowed in the Pit Lane or on the pit wall during any session. Media personnel must sign on with the circuit media team for access and cannot use Championship pitlane identification as access to the pitlane for media work.
- 2.7.2.4 Harnesses cannot be removed by a Driver until the car has come to a full stop in the pit lane and cars may not move off until the Driver has fully secured their harnesses.
- 2.7.2.5 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 until the car has come to a stop in its designated pit area, with the exception only of the Car Controller (see 2.7.2.8) who may stand in the designated pit area a maximum of 1 lap before the car enters the pitlane.
- 2.7.2.5.1 The location of the 'Pit Lane' line will be notified via the Team Managers WhatsApp group before qualifying.
- 2.7.2.6 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.
- 2.7.2.6 Competitors 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 (Art. 2.7.8.2. for restrictions).
- 2.7.2.7 Arm bands not worn on the arm or personnel in the pitlane or on the pit wall without an armband (including Drivers not involved in a driver change, see Art. 2.7.2.9) will incur a penalty for the competing car at the discretion of the Championship Clerk of the Course (Art. 2.7.6.2 above)

2.7.2.8 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 in a position to be visible to and be able to give visual signals to their Driver and face the oncoming traffic.

2.7.2.8.1 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 (2.7.2.6) 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.

2.7.2.9 Only 4 team members may work on the car during the pitstop at any time. All team personnel in contact with the car 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.

2.7.2.10 Engines must not be run at any time if the vehicle is off the ground and/or supported by portable jacks or onboards jacks in the pit lane.

2.7.2.11 In all lanes in the Pit Lane, where a vehicle may roll from its stopped position, a suitable wheel chock is required.

2.7.2.12 **Mandatory Pit Stops:** All Competitors will have mandatory Pit Stops as listed below in Art.2.7.2.12.1. Vehicles not completing this mandatory stop are subject to a penalty as detailed in Art.4.2.

2.7.2.12.1

Advertised Race Distance	Number of Pit Stops
Races BETWEEN 30 mins and up to 70 mins published duration	1 STOP
Races BETWEEN 71 mins and up to and including 120 mins published duration	2 STOPS

2.7.2.12.2 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 Championship Pit Speed Board or the circuits own Pitlane speed limit boards. 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/RACB Official Timekeepers.

2.7.2.12.3 The Mandatory Pitstop Time for all races will be as listed in the table below. These Mandatory Pitstop Times do not include any PRO/AM Balancing, 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.

- Silverstone International Pitlane 147 seconds
- Brands Hatch Pit lane 130 seconds
- Oulton Park Pit lane 125 seconds
- Snetterton Pit Lane 128 seconds
- Donington Pit Lane 129 seconds
- Spa-Francorchamps 133 seconds

2.7.2.12.4 The following Driver Balance of Performance Times will be applied to all Mandatory pitstop times:

- Any number of ONLY AM drivers: 0 Seconds
- Single PRO and one or more AM drivers: 20 seconds
- Solo PRO driver or 2 or more PRO drivers: 40 seconds

2.7.2.12.5 There will be a Pit Window for all races during which the Mandatory Pit Stops must be completed. The pit window for 45 minute and 90 minute races 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. For the two 61 minute races at Spa, due to local regulations and the available space in the pitlane, the competitors will be split into two groups with separate pitstop windows for each group. The group order will be swapped for the second race. Competitors Group Allocation will be made via event bulletin based upon the final entry list. For example: if you are in the first pit window in race 1 you will be in the second window in race 2.

Advertised Race Distance	Pit Window Opens (mins from race start)	Pit Window Closes (mins from race start)
45 min	18 mins	27 mins
61 mins Group 1	20 mins*	30 mins*
61 mins Group 2	31 mins*	40 mins*
90 min	18 mins	72 mins

* - Time and duration may be changed by event bulletin

- 2.7.2.12.6 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.
- 2.7.2.12.7 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.
- 2.7.2.12.8 It is the sole responsibility of the Entrant to manage the Pit Stop time. Any Entrant shortening their pit-stop from the regulated time will receive a penalty.
- 2.7.2.12.9 Judges of Fact and circuit marshals will be monitoring pit stops and reporting infringements to the Championship Clerk of the Course. In addition, the Championship may use other methods of monitoring pitstops including but not limited to circuit CCTV, private CCTV, Competitors In-Car Cameras, GPS data and Timekeepers data.
- 2.7.2.12.10 Teams must advise the Pit Lane Marshal or an official on request which driver is in the car once a driver change has been done. Individual Driver ID Transponders are recommended.
- 2.7.2.12.11 Should the official classification be delayed such that it is not published 20 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. No Protest or Appeal will be accepted as to the possible effects of the use of the provisional classification.
- 2.7.2.12.12 **Success Pit Stop:** 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:-
- 1st : + 15 seconds
 - 2nd : + 10 seconds
 - 3rd : + 5 seconds
 - 4th or below: No change Standard Pit Stop length to be used
- The Pit Stop times are NOT accumulative throughout the season so the pit-stop time for the first Race at each Event will be as standard as listed in Art 2.7.2.12.3. The total pitstop times for the second Race in a two-race weekend will be issued in an Event Bulletin and via the Team Managers Whatsapp Group
- 2.7.2.12.13 If there is only one car in a class then the pit stop will remain the same as the standard race.

- 2.7.2.12.14 If a car doesn't classify and is deemed a NC - Not Classified or DNF - their Pit Stop for Race 2 will remain as standard.
- 2.7.2.12.18 Classes may be amalgamated or split and new Standard Pit Stop times issued by Official Document at the Organisers discretion to entire classes, groups of cars or individual cars in order to balance the performance of cars within the class.
- 2.7.2.12.19 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. 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.
- 2.7.3 Refuelling:** May only be carried out in accordance with current NCR 12.11.2, these Sporting and Technical Regulations, Circuit Management Regulations, Supplementary Regulations and Final Instructions or other Official Document issued for each circuit/round. See Appendix G for references to minimum acceptable equipment.
- 2.7.3.1 During refuelling the vehicle must have its engine switched off and must be on its wheels and not on jacks.
- 2.7.3.2 Exhaust pipes and/or hot brake material in the proximity of the refuelling or venting connectors must be covered with flame-resistant material.
- 2.7.3.3 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.
- 2.7.3.4 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.
- 2.7.3.5 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.
- 2.7.3.6 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, any car requiring refuelling during a safety car will receive a penalty as defined in 4.2.

- 2.7.3.6.1 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.
- 2.7.3.7 During a race, relay entries will have deemed to have refuelled if they change cars during a pitstop (2.7.2.12.19) therefore 2.7.3.5 and 2.7.3.6 applies.
- 2.7.3.8 Failure to comply with the above regulations will incur penalties as listed in section 4.2 of this document.
- 2.7.3.9 Refuelling quantity in each pitstop is free.
- 2.7.3.10 Additional Stops: 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.
- 2.7.4 Speed Limit: Pitlane Speed Limit will be 50kph for all races in the UK and 60kph for all races outside of the UK

2.8 RACE FINISHES

- 2.8.1 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 pitlane.
- 2.8.2 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 applies.
- 2.8.3 The end of race will be signalled by the chequered flag
- 2.8.4 **PARC FERME:** At the end of every practice session, Qualifying session or Race, all competing vehicles must go to the designated Parc Ferme area unless advised otherwise in the official Team Managers Whatsapp group or via Official Document. Parc Ferme can either be a dedicated area in the paddock or the Competitors own garage or awning. This location will be advised by Official Document or via the Team Managers Whatsapp group. After all sessions, the garages are designated Parc Ferme area until cars are released by the Championship Eligibility Scrutineer. Work MUST cease on any cars in garages until the Championship Eligibility Scrutineer has advised that the car has been released from Parc Ferme.

- 2.8.4.1 Any competitor who decides to not complete a session must still take their car to the designated Parc Ferme area and may not return directly to the paddock or pit garage.
- 2.8.4.2 All cars are under Parc Ferme conditions from the moment the chequered flag is displayed to conclude a session until they are released from Parc Ferme by the Championship Eligibility Scrutineer. Admission to the Parc Ferme area is only allowed for the competing vehicle, its driver and officials. No other person may enter the area unless invited to do so by the Championship Eligibility Scrutineer. Additional Parc Ferme conditions or obligations may be notified by Official Documents.
- 2.8.4.3 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 Championship Eligibility Scrutineer may request a Competitor contravene one or all of the above Parc Ferme Restrictions to enable checking of technical compliancy. Any Competitor requested to contravene one or more of the above regulations may only do it under the direct observation of the Championship Eligibility Scrutineer or his assistants.
- 2.8.4.4 Failure to take a car to the Parc Ferme area, breaches of the Parc Ferme conditions or obligations or non- authorised persons being found within the area may result in penalties being applied including disqualification.

2.9 RESULTS

- 2.9.1 All Practice Timesheets, Grids, Race Results are deemed 'provisional' until all cars are released from Parc Ferme by the Championship Eligibility Scrutineer after post practice/race scrutineering and/or after completion of any judicial or technical procedures.

2.10 TIMING MODULES

- 2.10.1 All competing cars 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.

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

- 2.10.3 Competitors or their personnel 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.
- 2.11. **RADIO**
- 2.11.1 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.
- 2.11.2 Car 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.
- 2.12. **SAFETY CAR**
- 2.12.1 Safety Car operation will be in accordance with current NCR 12.8.2.
- 2.13. **ONBOARD CAMERAS** - It is mandatory that all cars run “In Car Cameras”
- 2.13.1 It is the Entrants 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 car with a field vision of approx. 100 meters, the Driver, the dashboard and displaying the Driver's race number.
- 2.13.2 The mounting must be of a mechanical means of attachment sufficiently robust to withstand anticipated stresses and vibration and must not present any sharp edges or projections in the vicinity of the driver’s body or helmet. The mounting must be approved by the Championship Eligibility Scrutineer. NCR 7.9 applies.
- 2.13.3 The unit must be switched on and be recording at all times during any official free practice, Qualification sessions and Races. The onus is on the Competitor to ensure that the unit’s battery is charged, or its supply is operational, and the device remains operational during the above-mentioned sessions.
- 2.13.4 The memory card may be requested by the Organisers or by the Championship Clerk of the Course or his representatives for any purpose including but not exclusively Judicial procedures under these Regulations and the recorded footage may be copied for use in broadcast or any other area deemed appropriate by the Organisers . Failure to provide the footage may lead to disciplinary measures by the Championship Clerk of the Course as detailed in Championship Regulation Art.4.2.
- 2.13.5 At the end of each session, each Competitor must save the on-board camera footage on the memory card, then remove the card and hand it to the designated Championship 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 memory card within the

specified timescale (20 minutes after the chequered flag) will be reported to the Championship Clerk of the Course and may be subject to a financial penalty as detailed in Championship Regulation Art.4.2. These cards must clearly marked with the car number.

- 2.13.6 In races scheduled to last longer than 1 hour, Competitors may be required to provide onboard camera footage to the Championship Clerk of the Course during a pitstop. The Competitor/Team Manager will be notified prior to the stop that the memory card containing the footage is required and they must remove the card, replace it with a new card and hand the card to an official after the stop. Competitors are reminded that they must still be able to comply with Championship Regulation 2.13.3, 2.13.4 and 2.13.5 at all times during competition.
- 2.13.7 The memory card will be returned to the Competitors once the Championship Clerk of the Course has completed his investigations.
- 2.13.8 Cards may not be returned before the next on track session. As such, Competitors must make sure there is a replacement card installed and fully operational for the next session.
- 2.13.9 Please also be aware of the intellectual property ownership rights referred to in Championship Regulation Art.6.2
- 2.13.10 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.

2.14 JUDICIAL PROCEDURE

- 2.14.1 Events: In accordance with the current Motorsport UK NCR Chapter 2
- 2.14.2 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 Organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties, which can include loss of Championship points and/or race bans through to Disqualification from further participation in the Championship 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 Britcar Championship Co-ordinator and/or Safeguarding Officer who will also relay the report Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at www.motorsportuk.org/resource-centre by selecting Policies and Guidelines.
- 3.2 Driving Standards - During each track session Driving Standards will be reviewed and reported to the Championship Clerk of the Course who will take appropriate action as necessary. Incidents including any footage or data may be reviewed by an independent driving standards observer appointed by Britcar Championship Co-ordinator and their review of the incident may be used by the Championship Clerk of the Course to inform any decision.
- 3.3 Competitors who bring the Championship, the Organisers, or any sponsors of the Championship into disrepute through either on or off-track behaviour – including verbal or written statements (for example social media), may be refused entry to the following or any number of subsequent Events at the Organisers discretion.
- 3.4 If deemed serious the Britcar Championship Co-ordinator will liaise with the Championship Stewards who may deduct Championship Points or even disqualify the Competitor from further participation in the Championship.
- 3.5 No abusive language or actions will be tolerated towards any Organisers employee, Volunteer, Contractor or Guest in any form. All incidents of this nature will be reported to the Championship Clerk of the Course.
- 3.6 The Championship requires conformity with current NCR regarding Code of Conduct at all times.
- 3.7 The Organisers reserve the right to decline an Entry on receipt of a complaint.

- 3.8 Imperative clauses for officials enforcing these regulations:- What is not expressly permitted by these Regulations is forbidden. For the benefit of any doubt, anything not specified in the Sporting and Technical Regulations is considered as not permitted.
- 3.8.1 No Competitor, Driver, Entrant, 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 **Championship Clerk of the Course** and/or Stewards of the **Event** will invoke current NCR 2.8.2.1 c).
- 4.1.5 The following infringements are used as a guideline by the **Championship Clerk of the Course**. The actual penalty received may differ at the **Championship Clerk of the Course** discretion, based on circumstance. A time penalty may be issued by the **Championship Clerk of the Course** after the race if there is insufficient time during the race to advise of or serve a penalty.

INFRINGEMENTS	DURING QUALIFYING	DURING RACE
A - Excess speed in pit lane 2.7.4	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	n/a	Stop and Go up to 60 seconds
D - Wrong direction in pit lane	Disqualification	Disqualification
E - Working on the vehicle whilst refuelling	Black Flag	Drive Through penalty
F - Refuelling during Safety Car Period 2.7.3.6	n/a	Stop and Go for 60 seconds
G - More than 4 people working on the vehicles during a pitstop 2.7.2.9	n/a	Drive Through Penalty
H - Not stopping for the correct amount of time for any pit stop 2.7.2.12.3	n/a	Stop and Go for 1 second every 1 second under the allotted pit stop.
I - Not stopping for the mandatory pit stop during pit window 2.7.2.12.5	n/a	Stop and Go for 1 second every 1 second outside the allotted pit stop.
J - Overtaking the Safety Car without	Disqualification	Stop and Go for 120 seconds
K – Failure to adhere to 5.17 regarding the incorrect or incomplete display of Championship decals or the display of	£100 fine.	£100 fine.
L – Failure to adhere to 6.3 regarding the incorrect or incomplete display of Championship badges or the display of	£100 fine.	£100 fine.
M – Failure to provide video footage after a session 2.13	£100 fine.	£100 fine.
N – Infringement of Parc Ferme regulations 2.8.4	Removal of Qualifying Time and £500 fine	Disqualification
O – Driving in the slow lane of the pitlane (not including crossing or accelerating from your allocated pit area)	Removal of Qualifying Time and £500 fine	Drive Through Penalty
P – Track Limits	Removal of Qualifying Time for that lap	On 3 rd offence Black and White warning flag. Every 3 rd offence after that a Drive Through penalty.
Q – Too many people on the grid or performing actions other than guiding their car onto the grid. 2.5.1.1	180 second stop-go penalty	
R-Exceeding Maximum Driver Time 2.4.5		180 second stop-go penalty
S – All other infringements	At the discretion of the Clerk of the Course	

5 TECHNICAL REGULATIONS

5.1 INTRODUCTION:

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.

5.2 GENERAL DESCRIPTION

The 2026 Britcar Endurance Championship will be contested by 3 classes as described below and specific technical requirements detailed within these regulations:

Class Challenge: Lamborghini Huracan Super Trofeo (Including EVO I and II), Porsche 992.1 Cup & Porsche 991 Cup cars, Ferrari 296 and 488 Challenge (Including EVO) cars balanced using different length pitstops. Also in this class are cars not built to the above specifications but are between 351 bhp per tonne and 475 bhp per tonne based on power at the flywheel and a minimum declared weight. Cars built to GT3 specifications are expressly forbidden.

Class GT: Cars originally built to GT4 regulations and Ginetta G55 Supercup regulations balanced using the Technical BoP in the regulations and fine-tuned using different pitstop lengths. Also in this class are cars not built to the above specifications but are between 311bhp per tonne and 350bhp per tonne based on power at the flywheel and a minimum declared weight.

Class Trophy: Ginetta G56 GTA running to the Britcar Technical Regulations and cars not built to the above specifications but meeting a maximum Power to Weight Ratio of 310bhp/tonne based on power at the flywheel and a minimum declared weight.

All classes will run on Goodyear racing Slick and Wet Tyres

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

5.2.2 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.

5.2.3 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.

5.2.3.1 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 Organisers 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 Britcar Championship Co-ordinator. 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.

5.2.4 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:

- Cars built to GT3 Specification

5.2.5 In the event of any dispute, the competitor may submit the manufacturer's official homologation documentation from the road-based car, an FIA Homologation Document or Motorsport UK Technical Passport as reference.

5.3 SAFETY REQUIREMENTS

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

5.4 CLASSIFICATION GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS

5.4.1 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".

5.4.2 Cars built and entering as GT4 Homologation with the latest Homologation date post 2019 (see https://en.wikipedia.org/wiki/SRO_GT4) or to an original one-make Championship specification must meet the latest technical regulations of that make and model in the original championship with regards Bodywork and Aero Components, Gearbox, engine performance characteristics and manufacture.

5.4.2.1 Exempt from the criteria in 5.4.2 are:

- brake disc and pad material, size and construction;
- damper construction, brand and functionality and;
- spring brand, construction and rate.

5.4.2.2 Cars originally built to the requirements in 5.4.2 and 5.4.2.1 but now adapted away from their original homologation will be deemed to be not complying with the requirements listed in 5.4.2.

5.4.2.3 Cars meeting 5.4.2 and 5.4.2.1 will be given the Balance of Performance Pitstop Times as detailed in Appendix C. Cars not meeting 5.4.2 will be given the equivalent to the longest pitstop time of any competitor in their class for their first race, to enable the

Championship Eligibility Scrutineer to collect performance data, before a specific BoP pitstop time is calculated for subsequent races.

- 5.4.3 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
- 5.4.3.1 The Power to Weight calculation is measured using bhp at the flywheel and the weight in kgs as the minimum declared weight as entered on the Vehicle Registration Form.
- 5.4.4 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.
- 5.4.5 The power to weight ratio and/or technical homologation the car is built to will determine the class of the car, however Organisers reserves the right to move the car to a different class if its performance justifies the move.
- 5.4.6 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.
- 5.4.7 Additional Championship or Event Bulletins as Official Documents may be issued to confirm particular cars BOP. These bulletins will supersede any previously submitted or issued figures.
- 5.4.8 Each competitor MUST provide a VBOX system which provides a .vbo file of the vehicles GPS and Acceleration data on a removable solid-state storage card. It is the competitors responsibility to ensure this system is fitted and working and providing the .vbo file to the satisfaction of the Britcar Data Engineers and the Championship Eligibility Scrutineer.
- 5.4.8.1 The competitor MUST provide an individual Removeable solid-state storage card for each official session. This card MUST start the session 'clean' with no previous session data recorded on it.
- 5.4.9 It is the competitor's responsibility to provide the Organisers, 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
- 5.4.10 Each competitor will submit the information about their vehicle by closing date before their first race weekend via the VRF. Any changes to the VRF/Technical Declaration must be reported to the Organisers before being allowed to qualify and race (Art. 2.1.4. The specification detailed on the VRF/Technical Declaration will be used by the Championship

Eligibility Scrutineer to confirm the eligibility of the vehicle against the class entered. A copy of the VRF/Technical Declaration will be held by the Organisers and used as reference material.

5.4.11 Organisers reserves the right to change minimum weights, pit stop times, intake restrictors, throttle stops or ride height, or any other technical or sporting parameter it sees fit, after every official session. 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 as Official Documents which will be issued to the teams via email and the Championship WhatsApp group.

5.4.12 **ELIGIBILITY OF COMPETING CAR**

5.4.12.1 Cars must comply with the technical requirements of these regulations or of any appendix or Championship Bulletin Official Document which supersedes them.

5.4.12.2 Maximum bhp produced by the car during any official session can be checked against the Maximum Declared Power submitted by the competitor on their VRF, or as indicated on any Official Document and/or Championship Bulletin which supersedes the VRF. Max BHP will be calculated by comparing acceleration data from multiple points on the circuit against the resistance to acceleration (vehicle weight and aerodynamic and rolling resistance taking into account the prevailing weather conditions)

5.4.12.2.1 The figures used in this calculation will be as follows:

- Acceleration Data:- Provided by the VBOX
- Weather conditions: Recorded on the Team Managers Whatsapp Group
- CdA figure for Aerodynamic Resistance. This figure MUST be supplied by the Competitor. If the CdA number does not correlate with the indicated drag in the analysis software the CdA number used will be the number indicated by the analysis software. The Competitor agrees that in this instance the figure indicated by the software will be the de-facto number used going forwards until the competitor provides sufficient evidence to the contrary.
- Minimum weight (as declared on the VRF by the competitor) +100kgs. 100kgs will be added to this number in the calculation software to account for the driver and equipment. This added driver weight will be the same for all Competitors regardless of actual driver weight.

5.4.12.3 The Organiser reserves the right at any time during the Event to examine the vehicle for such a period that they may reasonably require and take fuel samples and or have components measured and/or removed by the Competitor for measurement.

5.4.12.4 The Organiser reserves the right to seal the vehicle and its components in such a manner as they may choose and require the Competitor at their own expense to present the

vehicle at any other premises chosen by the Championship Eligibility Scrutineer for detailed examination within a specified period and/or remove the vehicle by transporter at no expense to the Competitor to an appointed location. The Competitor will be advised in writing of the time, date and location of the subsequent testing or eligibility examination at which the Competitor or a nominated Team Member must be present.

5.4.12.5 The Organisers will endeavour to balance car performance in the class. If the car is found to be ineligible or unsuitable for its class the Organisers have the right to reclassify accordingly. If a car moves class then points already received will NOT be allowed to be taken to the new class.

5.5 CHASSIS

5.5.1 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). For cars entered as a 'homologated' example (such as but not limited to: GT4; Porsche Supercup; Ferrari Challenge; Lamborghini Super Trofeo) the chassis must not be altered from the homologation document, build manual/document or original respective championship technical regulations. For all other cars the Chassis modifications are unrestricted but are bound by any regulations within the NCR.

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

5.6 BODYWORK

5.6.1 Modifications Permitted

5.6.1.1 General: All modifications must not infringe on the general requirements for competition / racing cars as set out in Championship Regulation Art.5.3.

5.6.1.2 INTERNAL

5.6.1.2.1 Current NCR applies. In addition, it is mandatory to use a current FIA homologated seat with head restraint.

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

5.6.1.2.3 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 sheet material.

5.8.3.3 The steering wheel is free subject to compliance with current NCR

5.6.1.3 EXTERIOR

5.6.1.3.1 Extensions on the original bodywork on either side of the car may be used in all classes with the exception of cars built to:

- Ferrari Challenge
- Lamborghini Super Trofeo
- Porsche Cup
- GT4
- Ginetta G55 Supercup
- Ginetta G56 GTA

which must retain the original bodywork dimensions.

5.6.1.3.2 Any sections of the bodywork modified or attached must not have any exposed sharp edges.

5.6.1.3.3 The Organiser reserves the right to reject repairs whether in the interests of safety, technical conformity or Championship aesthetic.

5.6.1.3.4 Aerodynamics devices must comply with NCR 7.2.6.10 to 7.2.6.

5.6.1.3.5 Cars running as G55 Supercup spec must have the front splitter in the same plane as the floor, the front bumper fixed directly to the crash box and the rear wing kit (including Gurney if required) as supplied by Ginetta for the G55 Supercup and unmodified in any way.

5.6.1.3.6 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. 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.

5.6.1.3.7 For cars complying with 5.4.2: Aerodynamic devices must remain as per the original specifications for that make and model as defined in the build manual/homologation.

5.6.1.4 Silhouette: This must remain standard to the original car with the exceptions of the aerodynamic addenda described above.

5.6.1.5 GROUND CLEARANCE

5.6.1.5.1 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 Official Document Bulletin. The Championship Eligibility Scrutineer will designate the area within Parc Ferme or the paddock where checks will be conducted with the minimum tyre pressure set at 1.5 bar +or – 0.1 bar.

5.6.1.5.2 Where an alternative Ride Height is specified in Appendix C or any subsequent Official Document 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. 5.6.1.5.1 must still be maintained from the centreline of the front axle backwards.

5.7 ENGINE

5.7.1 For cars not complying with 5.4.2: Engines and their ancillary components may be modified only to the extent specified within NCR

5.7.2 For cars complying with 5.4.2: Engines and their ancillary components must remain as per the original specifications for that make and model as defined in the build manual/homologation with the exception of any points listed below. Power outputs cannot exceed the figures in Appendix C

5.7.3 For cars not complying with 5.4.2: The engine orientation and location is free.

5.7.4 For cars not complying with 5.4.2: Water and oil cooling is free

5.7.5 For cars not complying with 5.4.2: Induction system is free.

5.7.5.1 For cars not complying with 5.4.2: The manufacturer of the supercharger or turbocharger is free.

5.7.5.2 For cars not complying with 5.4.2: Intake manifold is free.

5.7.6 Exhaust system including the manifold is free.

5.7.7 For cars not complying with 5.4.2: Ignition System – Free

5.7.7.1 For cars not complying with 5.4.2: Engines and vehicle management systems are free but competitors must declare systems type and permit championship officials to access hardware and software on demand.

5.7.8 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.

5.7.9 Traction Control and Stability Control Systems are permitted.

5.8 SUSPENSION

5.8.1 For cars not complying with 5.4.2: Suspension springs, dampers, anti-roll bars, mounting/pickup points, bushings and ancillary components may be modified only to the extent specified within NCR

- 5.8.2 For cars complying with 5.4.2: Suspension mounting/pick-up points must remain as per the original specifications for that make and model as defined in the build manual/homologation. Springs, dampers bushings and anti-roll bars may be modified only to the extent specified within NCR.
- 5.8.3 Wheelbase and track is free within the restrictions in 5.8.1 and 5.8.2 and NCR
- 5.9 TRANSMISSION**
- 5.9.1 For cars not complying with 5.4.2: Gearbox make, manufacture, operation, ratios and ancillary components may be modified only to the extent specified within NCR
- 5.9.2 For cars complying with 5.4.2: Gearbox make, manufacture, operation, ratios and ancillary components must remain as per the original specifications for that make and model as defined in the build manual/homologation.
- 5.10 ELECTRICAL**
- 5.10.1 Exterior Lighting: All competing cars must have working directional indicators rear. Coloured lights solely for the purpose of identification may be fitted however the total lit area of these lights may not exceed 1200mm² on each car.
- 5.10.1.1 Competition Numbers.- All competition numbers MUST be lit to the satisfaction of the timekeepers during night racing sessions.
- 5.10.1.2 Lighting – Headlights: - Cars 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.
- 5.10.1.3 Cars 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.
- 5.10.1.4 Brake lights - All cars must be fitted with working brake lights as per current NCR 12.13.10.4
- 5.10.2 Red Warning Light– All cars must be fitted with a high intensity rain light(s). As per current NCR 7.5.6 Red Warning Light.
- 5.10.3 BATTERIES:** The make and capacity of the batteries are free. Each battery must be securely fixed and covered to avoid any short-circuiting or leaks.
- 5.10.3.1** Should the battery be relocated from its original position, it must be attached to the body using a metal seat and two metal clamps with an insulating covering fixed to the

floor by bolts with a minimum diameter of 10mm and a washer at least 3mm thick and with a surface of at least 200mm² beneath the metal of the bodywork. Any wet cell battery installed in the cab must be encapsulated to prevent leakage in accordance with NCR.

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

5.11 BRAKES

5.11.1 As per current NCR 7.2.10.

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

5.11.3 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.

5.11.4 Size of disks, pads and callipers and number of pistons is free.

5.12 WHEELS/STEERING

5.12.1 Current NCR applies.

5.12.2 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.

5.12.3 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.

5.13 TYRES

5.13.1 It is a requirement that all cars competing in the Championships must qualify and race on Goodyear Slick or Goodyear Wet tyres

5.13.2 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.

5.13.3 It is mandatory that all entries run on Goodyear branded tyres only. If Goodyear do not have a suitable tyre available for your car this must be declared to the organisers at the time of entry for the Organisers' written agreement prior to the event as to any alternative tyre brand and specifications including compound[s]. The Organisers' decision in this regard will be final and in their entire discretion.

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

- 5.13.5 HP Tyres may mark up tyres sold through them to enable tracking of tyre usage and monitor traceability of supply.
- 5.13.6 Competitors may use no more than 8 new Slick tyres at every event. Wet tyres are not limited. Tyres may be marked with identifiers to enable correct audit of quantities used during the Event. For any races run at Thruxton circuit the allowed number of tyres per weekend will be 16
- 5.13.7 Prior to qualifying, all entries must submit the serial numbers of the new tyres to an official 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.
- During the season alternative methods for tyre recording may be adopted by the Organisers and this will be communicated to the competitors via Official Documentation
- 5.13.8 Dry weather tyres and wet weather tyres cannot be mixed on the same car.

5.14 WEIGHT

- 5.14.1 The minimum weight of the car only will be as declared on the Entrants Vehicle Registration and Entry Form (VRF), Appendix C or any subsequent Official Document Bulletins, with the weight listed in Appendix C superseding the declared weight on the VRF and any subsequent Official Document 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 on the VRF for the purposes of scrutineering vehicle legality against its declared weight will include all remaining fuel on board.
- 5.14.2 The Championship reserves the right to ask teams to add weight to equalize the performance.
- 5.14.3 The minimum weight of individual entries, models or makes may be further set by Championship Official Document Bulletins.

5.15 FUEL

- 5.15.1 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 266. Competitors are strongly encouraged to use fuel with a high percentage of sustainable components.
- 5.15.2 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.6.1.7

5.16 SILENCING

5.16.1 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 $\frac{3}{4}$ **maximum speed**.

5.16.2 Other **noise/sound** limits may be applied by various circuit owners.

5.17 CHAMPIONSHIP INSIGNIA & VEHICLE DECALS

5.17.1 Presentation of all cars must be of a high standard. The acceptable standard is at the sole discretion of the Organisers.

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

5.17.3 The Organisers 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. The Organiser may grant leeway with the exact location of the mandatory stickers on an individual basis and in writing.

5.17.4 Competition numbers must be positioned in accordance with current NCR, with the following exception: Cars must position the foremost number on the windscreen.

5.17.5 The Organisers require the following areas to be provided on every car (refer to location map below):

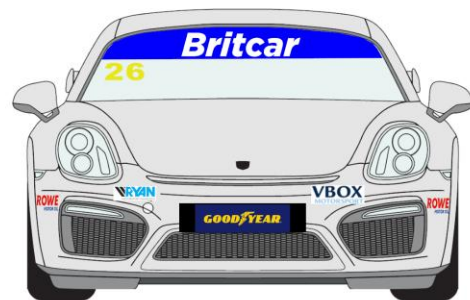
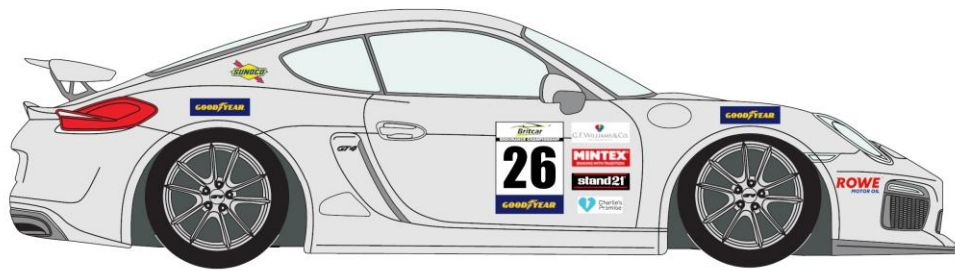
- Front and rear number plates.
- Windscreen sun strip which may change at each Event.
- Two competition number panels for the sides of the car
- Front Windscreen, Passenger Side for car numbers
- Below both Headlights and both front and rear wheel arches.
- Dashboard area visible to onboard camera to 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.

5.17.6.1

Britcar Endurance Mandatory Decal Location map below.



2026 Mandatory Decal Locations



5.17.7

One set of Championship insignia decals will be supplied by the Organisers 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.

5.17.8

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 car number.



5.17.9 Any sponsorship decals, championship insignia or other branding which the **Organisers** 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 **Event**.

6 APPENDICIES

6.1 **CONTACTS**

- | | | |
|-------|-------------------------------------|--|
| 6.1 | Championship Co-ordinator | Claire Hedley
P O Box 140, Liphook,
Hampshire, GU30 9BU
Tel: 01428 288008 Mobile 07534 365894
Email:-claire@britcar-endurance.com |
| 6.1.2 | 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 |
| 6.1.3 | Championship Eligibility Scrutineer | Adrian Smith C/O BARC,
Thruxton Circuit, SP11 8PN |
| 6.1.4 | Championship Event Club - BARC: | John Hutchinson
BARC, Thruxton Circuit,
Andover, Hampshire, SP11 8PN
Telephone: 01264 882205
Email: Jhutchinson@barc.net |

6.1.5 **RACE CIRCUITS**

- | | | |
|------------------------|--|-------------------|
| Brands Hatch | Fawkham Longfield,
Kent, DA3 8NG | Tel: 01474 872331 |
| Donington Park Circuit | Castle Donington,
Derby, DE74 2RP | Tel: 01332 810048 |
| Oulton Park | Little Budwoth, Tarporley,
Cheshire CW6 9BW | Tel: 01829 760301 |
| Silverstone | Northants, NN12 8TN | Tel 08704 588200 |



Snetterton Circuit	Norwich, Norfolk, NR16 2LU	Tel: 01953 887303
Thruxton Circuit	Thruxton, Nr. Andover, Hants, SP11 8PN	Tel: 01264 882222
Spa-Francorchamps	Route du Circuit, 55 B-4970 Francorchamps	Tel: +32 087 29 37 00

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

6.1.7 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

6.2 INTELLECTUAL, PROMOTIONAL, MERCHANDISING AND SPONSORSHIP RIGHTS

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

6.2.2 Britcar Endurance Limited does acknowledge all such intellectual property rights ('IPR') 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. Accordingly, any use herein of references to such regulations or standards (i.e. GT4) is merely for the purposes of accurate descriptor and is not an assertion to any IPR with such descriptor.

6.2.3 It is a condition precedent of entry to the Championship that the Entrant and all Driver Competitors grant to the Organisers a non-exclusive royalty free worldwide licence including the broadcast footprint of any visual media satellite transmission for the use and reproduction and broadcast in any Organisers 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.

6.2.4 Competitors are reminded that the eligibility of their cars to compete in Championships or Series outside of the Britcar Championship rests solely on the competitor and Britcar-



Endurance Limited accepts no liability for any actions of Championship organisers, ASN's, FIA or IP Rights holders against the competitor.

6.2.5 All logos used by Competitors must be in its original format and scale. Any adjustments to colour and size must be approved by the Organisers.

6.2.6 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 Organisers. This includes live streaming or pre-recorded in-car footage. Commercial use is prohibited without prior consent.

6.3 RACE SUIT BADGES & RACE SUPPORT VEHICLE DECALS

6.3.1 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 Championship badge (Left breast) and 1 Goodyear (Right breast). More may be required with more sponsorship.

6.3.2 See Britcar Endurance Overall Location map below: -

Race Overall Badge Placement



6.3.3 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.

- 6.3.4 Any sponsorship decals, championship insignia or other branding which the Organisers 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 Event.
- 6.3.5 Badges will be supplied by the Organisers prior to the first event, to each driver free of charge. Additional badges will be invoiced to the Entrant at £5.00 (plus VAT) per badge.
- 6.3.6 It is requested but not mandatory that all Entrants have the Championship logo on their main support vehicles. This will be available-in white or black.

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 under CHAMPIONSHIPS.
- 6.4.2 Payments for Entries are to be made to BARC/BRSCC. For Championship Registration 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 or by Cheque made payable to Britcar Endurance Limited.
- 6.4.3 There are NO refunds on deposits paid for Events.
- 6.4.4 No refunds or transfer of monies will apply if circuit or organisers do not refund BEL.
- 6.4.5 Any Entrant withdrawing 7 days prior to the race weekend will get a full refund less their deposit BUT if any Entrant withdraw between 7 days and the race weekend then there are NO REFUNDS as policy.

6.5 PADDOCK ARRANGMENTS

- 6.5.1 Entrants are asked to follow instructions from the Organisers and Circuit Officials regarding the parking arrangements and locations for Trucks, Support Vehicles and Private Cars. Certain events will have strict limitations on the number and size of support vehicles, awnings and transporters and the setup and breakdown of the paddock and garage area will be strictly controlled including arrival and departure times.
- 6.5.2 Entrants 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 Entrant directly and not to the Organisers.
- 6.5.3 Entrants testing the day before the event will be asked to move all private vehicles and motorhomes (unless permission given by the Organiser) away from the back of the garages for all teams arriving for the next day's Event.
- 6.5.4 All Entrants will be provided with Working Vehicle and Private Vehicle 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.

6.5.5 If they refuse then the circuit can have it removed and the organisers can have points deducted from the Entrant's Championship score.

6.6 TELEVISION/STREAMING

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

6.7 COMMERCIAL UNDERTAKINGS:

6.7.1 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, Entrants and teams.

6.7.2 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.

6.7.3 In view of Art.6.7.2 above Britcar recommends that cancellation insurance is taken out by the Entrant/Competitor

6.7.4 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.

6.8 HEALTH AND SAFETY AND ENVIRONMENTAL

6.8.1 By signing the registration document "The Competitor" hereby agrees to work within the Health Safety and Environmental requirements of the Promoter (and its associated Companies), the Motorsport UK and individual venues, (Copies of which can be obtained by contacting the Promoter) and for the Competitor, their employees and helpers to



operate and adhere to these as well as any legal or statutory regulations as may be in force at the time. Failure to comply requires the Competitor to ensure no liability falls upon the Promoter and in any event to provide a full and effectual indemnity against all losses.





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

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

Motorsportuk.org/racewithrespect
#RaceWithRespect

The Values

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

I pledge to #RaceWithRespect and:

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

Any breach of these obligations may result in disciplinary action.



APPENDIX B – VEHICLE CHANGE FORM

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



To comply with Championship Regulation 1.6.7.1 please complete this form and return it to: claire@britcar-endurance.com

Car Number:

Current Car:

Replacement Car:

Requested by (entrant):

Date of Application of Change:

Name of Team Manager:

Signed by Team Manager:

Signed Championship Co-ordinator:

Signed Championship Scrutineer:

Associated regulations for reference:

- 1.6.7 If a Competitor has to replace their car from the car registered to compete in the championship for ANY reason they may do this only once in the season.
- 1.6.7.1 To change a car the Competitor must inform the Organisers and the Championship Eligibility Scrutineer via the official Vehicle Change Form (See Appendix B) or contact the Britcar Championship Co-ordinator for a copy of this form (claire@britcar-endurance.com)
- 1.6.7.2 As long as the Promoter and the Championship Eligibility Scrutineer gives their approval that the car is also the same or lesser performance as the car registered for the Championship, then the points already awarded from the previous races will be carried over to the new car. They may return to the originally entered car at any time.
- 1.6.7.3 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. The Organisers may waive this CR under exceptional circumstances, for example unavailability of parts supply from OEM.
- 1.6.7.4 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:

- 351-475 bhp/tonne (bhp measured at the flywheel) for cars not on the list below.

Car	Minimum Weight (kg)	Maximum Power (Flywheel, bhp)	Restrictor	Minimum Ride Height	Pitstop Additional Time per stop (sec)
Ferrari 296 Challenge	1380	680			+30
Lamborghini Super Trofeo Including Evo and Evo 2	1305		2 x 41mm	75mm	+25
Porsche 992.1 GT3 Cup	1260	510			+25
Ferrari 488 Challenge Including EVO	1430	670			-20
Ferrari 458 Challenge	1285	570			-30
Porsche 991.1 GT3 Cup	1190	470			-25
Porsche 991.2 GT3 Cup	1190	495			+0
KTM X-Bow	1050	530			+25

GT:

- 311-350bhp/tonne (bhp measured at the flywheel) for cars not on the list below

Car	Minimum Weight (kg)	Power level	Pitstop Additional Time per stop (sec)
Alfa Romeo Giulia			-35
Aston Martin Vantage GT4 NA	1350		-35
Aston Martin Vantage AMR GT4 Including Evo	1500	IMSA Map 1	
Audi R8 GT4	1480	44 mm Restrictor	
BMW M4 GT4 F82	1375	Black Stick +	-20
BMW M4 GT4 G82	1490	Map 4	
Ford Mustang GT4	1500	63mm Restrictor	
Ginetta G55 Hybrid	1150	385bhp	+15
Ginetta G55 Supercup	1125	355bhp	
Ginetta G55 GT4	1150	385 bhp	
Ginetta G56 GT4 EVO	1425	50mm Restrictor	
KTM X-Bow GT4	1130	2.25bar pBoost	
McLaren 570s GT4	1440	Map GT4 2020	
McLaren 570s GT4 With Hand Control System	1450	Map Trophy	
McLaren Artura GT4	1400	Map 3	
Mercedes AMG GT4	1470	Map 4	
Porsche 718 GT4 RS	1400	53.7mm Restrictor	
Toyota GR Supra GT4	1400	Black Stick	

Trophy:

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

Car	Minimum Weight (kg)	Maximum Power (Flywheel, bhp)	Minimum Ride Height	Pitstop Additional Time per stop (sec)
Ginetta G56A	1100	300		

APPENDIX D – 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:

$$125 + 20 = 145 \text{ Seconds}$$

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
- Brands Hatch Pit lane 130 seconds
- Oulton Park Pit lane 125 seconds
- Snetterton Pit Lane 128 seconds
- Donington Pit Lane 129 seconds
- Spa-Francorchamps 133 seconds

The following Driver Balance of Performance Times will be applied to all Mandatory pitstop times:

- Any number of ONLY AM drivers: 0 Seconds
- Single PRO and one or more AM drivers: 20 seconds
- Solo PRO driver or 2 or more PRO drivers: 40 seconds

APPENDIX E – 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 relevant National Regulations

Overalls: ISO 14116

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