

Britcar6Hr

22nd July 2023

Published V1



REGULATIONS

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1 SPORTING REGULATIONS – GENERAL

1.1 TITLE & JURISDICTION

The Britcar 6 Hours is organised and managed by Britcar Endurance Limited as the Permit Holder, promoter and are the Commercial Rights Holder in accordance with the General Regulations of The Royal Automobile Club Motor Sports Association Ltd (Motorsport UK) (incorporating the provisions of the International Sporting Code of the Fédération Internationale de l'Automobile (FIA)) and these Regulations.

Motorsport UK Permit number:	TBC
Race Status:	Interclub
MSA Championship Grade:	Grade: C

1.2 OFFICIALS :-

1.2.1	Event Co-ordinator:	Claire Hedley
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1.2.2	Event Eligibility Scrutineer:	John Harland
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1.2.3	Event Clerk of the Course	Andrew Butler
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1.2.4	Event Technical Co-Ordinator	David Hornsey
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1.2.5	Stewards:	Ian Watson Richard Norbury Ray Sumner Adrienne Watson
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1.2.5.1 Any three of the Stewards may sit to make a decision. In accordance with the following provisions of the 2023 Motorsport UK General Regulations :

G. 2.7: Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved regulations.

G. 2.7.1: Stewards are also empowered to consider any request from the Organiser to penalise any Competitor for any breach of regulations after holding a formal hearing to impose a penalty in accordance with C.2.1.1 (subject to the rights of appeal provided for in Section C Motorsport UK General Regulations.

W. 2.2.1: The Stewards can only adjudicate upon any disputes, irregularities or appeals arising from the approved Regulations. They are also empowered to consider any request from the Organiser to penalise any Competitor for breach of Regulations and after holding a formal hearing, to impose a penalty in accordance with General Regulation C.2.1 subject to the rights of appeal to the MSC National Court provided in Section C. If it is not possible to get three people from the above

list due to lack of availability or any perception of a conflict of interest then the Organisers reserve the right to include a steward not present on this list.

1.2.5.2 Pursuant to Motorsport UK General Regulation Section B nomenclature an Organising Committee has been appointed by the Organisers and the Directors of Britcar to consider and advise on Sporting & 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 in possession of a valid 2023 Motorsport UK Entrants Licence. (H26.1.1) and
(b) if the entry is not made by an 2023 Entrant licence holder the first named driver will be considered the entrant.

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

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

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

Q.11.6.2. Any Driver competing in a vehicle of 0.34bhp/kg or higher (excluding driver weight) and measured at the driven wheels, must be the holder of a Race National, as a minimum.

1.3.4 Each Entrant must make sure their vehicle has a valid BEPI (Britcar Endurance Performance Indicator) submitted before the event. Competing vehicles will not be eligible for any awards until this has been submitted and approved by the Technical Manager. At the entire discretion of the Organisers an entry made where no BEPI has been submitted may be suspended or rejected.

1.3.5 Entry into the Britcar 6 Hours requires 2 or more drivers per car.

1.3.6 No Professional driver may drive on his or her own and no vehicle can be "fully" driven by professional drivers. No more than one Professional driver can drive in

any single vehicle in each race or qualifying session. No Professional driver may set a qualifying time.

1.3.7 A driver will be rated by the Event Organisers on their experience when they register for the event. As a guide the following will be used as a general reference for determining classification however the final decision will be subject to the organisers.

1.3.8. Drivers must nominate themselves as either a Professional (PRO) or Amateur (AM) on their entry paperwork. Driver histories must be submitted to the Championship Organiser on request and their decision is final as to the grade of the driver. The Championship Organiser reserves the right to change a drivers grading at any time based on driver performance or results inside or outside of the British Endurance Championship. The Championship Organisers decision on the grading of a driver is final.

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

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

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

1.3.10 Drivers aged 60 or over at the start of the 2022 season may be exempt from the criteria set out in Art.1.3.7 above at the Championship Organisers sole discretion.

1.4 EVENT REGISTRATION :-

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

1.4.2 The Entry Fee for the Event is £3360 + VAT per vehicle.

1.4.2.3 Payment details are available in Regulation Art. 6.4.

1.4.2.4 Entry Payments are Non-Refundable.

1.4.3 Deposits will be required for the event in which entrants wish to reserve a place on the grid. This will be on a first come first served basis. A deposit of £200 +VAT is required for all classes. All payment details are available in Regulation Art. 6.4.

- 1.4.4 Event entries and deposits will be accepted from 27th April 2023 until the closing date for the meeting of 21st July 2023. Any money paid is non-transferable between events, vehicles and/or teams. All balances of entry fees must be paid 14 days before the first date of the Permit for the race meeting entered in accordance with Regulation Art.1.4.9 below.
- 1.4.5 All payments made to the Organisers and or Britcar must only be remitted from a fully traceable European clearing bank.
- 1.4.6 Competition Vehicle Numbers will be competition numbers 2 to 999, issued by the Organiser on a first come first serve basis. It is the Competitors responsibility to ensure the appropriate race numbers and correct decals are placed (where required by the Organisers) prior to any Britcar track sessions. Numbers over 99 will be allowed with permission from the Organisers via the Coordinator.
- The Organisers jointly and severally reserve the right to add more mandatory decal stickers to the vehicles from their new sponsors before the event.
- 1.4.7 Mandatory decal layout plans for the event are provided at Regulation Art. 6.1.6.1
- 1.4.8 All teams registered will receive one full set of decals for their vehicle and 6 team pit crew Identification bands (as described in 2.8.12). Any replacements required will be available by contacting the Britcar Endurance Championship Office. There will be a cost, plus postage for this replacement. £ 40 plus VAT plus postage for the decals and £ 10 plus VAT plus postage for each identification band.

1.5 EVENT

1.5.1 The 2023 Britcar 6 HOURS

DATE	CIRCUIT	RACE LENGTH	CLUB
22 nd July	Donington Park GP	6 Hours	BARC

1.5.5 Testing is available on 20th July and teams can book testing via Claire Hedley on 01428 288008. Failure to pay testing fees on time will result in the booking being void and the team unable to sign on to the test day.

1.5.6 There are no testing restrictions.

1.6 CLASSES

1.6.1 The event will be classified via our BEPI system.

1.6.2 The BEPI (The Britcar Endurance Performance Indicator) can be accessed at www.britcar-endurance.com/trophy/bepi/ for cars in classes 1, 2, 3 Clio and G40 and running on Direzza tyres or www.british-endurance-championship.com/bepi/ for cars in classes D, E, F and G and running on Goodyear slick racing tyres. Any technical queries about vehicles entered should be directed to the Technical Manager David Hornsey at david@britcar-endurance.com.

1.6.3 The BEPI system and the class classification is explained in the Technical Regulations.

1.6.4 Entrants may request to view any competitors completed BEPI form. Forms may not be copied in any way. To request viewing of the form please contact the Technical Manager David Hornsey

- 1.6.5
- Class D Cars built to GT4 specification with a latest homologation date after 31st December 2019 and balanced using the BoP detailed in Appendix B
 - Class E Cars built to TCR specification and running to the latest homologation for that car and in compliance with the BoP in Appendix B
 - Class F Cars of similar performance to classes D and E but not homologated to TCR or GT4 regulations or GT4 cars with a latest homologation of 31st December 2019 or earlier. Class F cars may

be subject to our own BoP in addition to the cars meeting the BEPI score.

- Class G Ginetta G55 Supercup class. Cars built to the technical specification detailed in Section 5 and specifically but not exclusively 5.4.9 and 5.16.5
- Class T1 Cars with a Trophy BEPI score of 92 - 123
- Class T2 Cars with a Trophy BEPI score of 57 – 91.99
- Class T3 Cars with a Trophy BEPI score 91.99 or less and exclusively FWD
- G40 Cup Ginetta G40 Cup cars running to Technical Regulations in Section 5 and specifically but not exclusively 5.4.11, 5.15.6 and 5.16.7
- Clio Cup Clio Cup cars running to Technical Regulations in section 5, specifically but not exclusively 5.4.10 and 5.15.6 and in Appendix C

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

Class D	Blue
Class E	Black
Class F	White
Class G	Orange
Class T1	Red
Class T2	Green
Class T3	Yellow
Class Ginetta G40 Cup	White
Class Clios	Blue

1.7 SCORING

Not Applicable

1.8 AWARDS

1.8.1 All awards will be provided by the Organiser and/or their partners and sponsors.

1.8.2 The award winners will be presented trophies on the venue podium (where possible). If the podium is not suitable or is unavailable then some or all trophies and interviews will be done in the Britcar Hospitality Race Centre. Drivers are

reminded that the podium presentation is part of the event and the Promotor asks all to attend.

- 1.8.3 Trophies will be awarded for the races as follows :-
- A trophy to drivers placed 1st, 2nd and 3rd overall (2 trophies to be supplied)
 - A celebratory bottle to 1st overall
 - A trophy for the drivers coming 1st, 2nd and 3rd in a class (2 trophies to be supplied per car)
 - Sponsors cap to class winners

1.8.5 Driver of the meeting award – Decided by the Britcar Media Team for the event.

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

1.9 ENTERTAINMENT TAX LIABILITY

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

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

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

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

1.10 TITLE TO ALL TROPHIES

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

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

2 EVENT MEETINGS & RACE PROCEDURES

2.1 RACE ENTRIES

- 2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date for entries which is 14 calendar days before the start of the event. Incorrect or incomplete entries (including “Driver to be nominated” entries) will be held in abeyance until they are correct and complete. Any teams not paying on time may, at the Organisers sole discretion be refused entry to the event, risk losing Championship Points or a £ 100 plus VAT Late Payment fine.
- 2.1.2 Driver and team information should be lodged with the Organiser Promoter in writing by 12 noon, a minimum of 8 calendar days before the event to enable the information to be included in the official event programme.
- 2.1.3 Withdrawal or alterations to an entry made after acceptance of any entry must be notified to the Organiser in writing. Motorsport UK General Regulation D25.1.12 applies.
- 2.1.4 The deadline for any amendments is 6pm on the Thursday before the event and may be accepted or refused at the sole discretion of the Organiser.
- 2.1.5 Reserves are to be nominated on the Final List of Entries published with the Final Instructions or Amendment Sheet Bulletins. All Reserves can practice and may replace withdrawn or retired entries. If Reserves are given grid places prior to issue of the first grid sheets for any round the times set in practice shall determine their grid positions. If reserves are given places after publication of the grid sheet and prior to vehicles being collected in the official "Assembly Area" they will be placed at the rear of the grid and be started without any time delay. Otherwise, they will be held in the pit lane and be released to start the race after the last vehicle to take the start has passed the pit lane exit. Such approval to start must be obtained from the Clerk of the Course.
- 2.1.6 There will be no refund of entry fees if an entrant withdraws after 12 pm on the Wednesday prior to the respective race meeting. The refund of entry fees is at the sole discretion of the Organisers.
- 2.1.7 Late Final entries are accepted up to the 12pm on the Thursday of an event, however such entries may be subject to a late entry charge.
- 2.1.8 The Organisers, at their discretion, reserve the right to accept entries from teams with cars which do not fit into the classification. Such cars may be restricted by the Eligibility Scrutineer and may be placed on the RESERVED list as the eligible cars will be given priority grid position. If space permits they will race under an INVITATION title. No awards will be gained or provided to INVITATION entries.

2.2 BRIEFINGS

- 2.2.1 The Organisers will notify Competitors and Team Managers of the times and locations of all Driver & Team Manager Briefings through email, the event Final Instructions and the Manager WhatsApp Group.
- 2.2.2 It is mandatory that all Drivers and Team Managers attend all briefings in accordance with current Motorsport UK General Regulation H32.1.3. Any Driver or Team Manager arriving late or failing to attend a mandatory briefing may be fined £250. Repeat offences during the season may result in increased penalties.
- 2.2.3 Any driver operating a mobile device (phone, tablet, etc) during the briefing will be deemed to be absent and may be fined.
- 2.2.4 A driver may not take part in a race event until he/she has attended the respective drivers' briefing or, where agreed by exception, received a personal briefing from the Race Clerk of the Course or their deputy.
- 2.2.5 Should a Competitor or Team Manager be unable to attend they must notify the Clerk of the Course in writing beforehand. Failure to do so will be considered to be non-attendance (refer to article 2.2.2 above).

2.3 DESIGNATION OF THE CIRCUIT & REQUIREMENTS

- 2.3.1 The event will take place at a Motorsport UK Licensed Circuit in the UK.
- 2.3.2 The maximum number of vehicles permitted on the circuit will be in accordance with as per the respective Motorsport UK circuit license and will be subject to an additional percentage for qualifying as specified in Motorsport UK 2023 (Bluebook).

2.4 QUALIFICATION / PRACTICE

- 2.4.1 There will be testing available at additional cost. See 1.5.5 for details.
- 2.4.2 In Qualifying each entered driver must complete a minimum of 3 laps of qualification in the vehicle to be raced and in the correct session, in order to qualify for selection and order of precedence as set out in current Motorsport UK General Regulations Q12.4.
- 2.4.3 The fastest lap in the qualifying session will determine the grid for the race. All entered drivers must complete a minimum of 3 laps, in the vehicle to be raced, in qualifying.
- 2.4.4 In a multi driver team all drivers must sign on for that entry with the relevant license level for that class. They must all qualify the car in the qualifying session or at a time agreed with the Clerk of the Course.

- 2.4.5 The Clerk of the Course shall have the right to disqualify any driver whose practice times or driving are considered to be unsatisfactory as per current Motorsport UK General Regulation Q12.4.
- 2.4.6 The minimum period of qualifying will be 1 x 20mins.
- 2.4.7 Should any qualifying session be disrupted the Clerk of the Course shall not be obliged to resume the session for all or part of its remaining duration or re-run sessions to achieve the championship criteria and the decision of the Clerk of the Course shall be final. If Qualification is not run the grid will be formed from the current Championship order per class.
- 2.4.8 After each session vehicles must go directly to the designated Parc Ferme area or where they are directed by Officials. Competitors are reminded that they are under Parc Ferme conditions from the moment they take the chequered flag and throughout their route to the designated Parc Ferme area.
- 2.4.9 Vehicles may be weighed or checked for eligibility at any time at the discretion of the designated Eligibility Scrutineer.

2.5 RACE

- 2.5.1 The minimum scheduled duration shall be set by the timetable, whenever practicable, but should any race be reduced at the discretion of the Clerk of the Course or Stewards of the Meeting it shall still count for end of race awards.
- 2.5.2 The Organisers will make all reasonable efforts to return cars which stop out on the circuit during a race due to mechanical or incident damage to the team to enable them to effect repairs and return the car to the race after being checked by Eligibility Scrutineer or their assistant.
- 2.5.3 Teams need to advise a Britcar Official which driver is in the car at any point when requested.

2.6 STARTS

- 2.6.1 The driver setting the qualifying time in the car must start the race.
- 2.6.2 Once the pit lane is opened, all cars will proceed to the grid. 3 minutes after the pit lane opens the pit lane will close, any car still in the pit lane after this time, will be a pit lane starter (the car will not join the green flag lap). The green flag lap will commence 7 minutes after the pit lane opens, any car not in its grid position at this time will remain at the rear of the grid or be a pit lane starter. Teams are allowed one team member per car on the grid, only to help/assist them to be in the correct

grid position. This grid procedure may be brought forward to include a grid walk for guests and spectators prior to the race start.

- 2.6.3 The race will be a Rolling Start and the minimum countdown procedure/audible warnings sequence shall be:-
- 1 min to start of pace lap - start engines/clear grid.
 - 30 secs - visible and audible warning for start of pace lap.
 - Starts will use a two by two grid and a Rolling Start.
- 2.6.4 Any vehicles removed from the grid after the 1 min signal or driven into pits on pace lap shall be held in the pit lane and may start the race after the last vehicle to take the start from the grid has passed the start line or pit lane exit, whichever is the later.
- 2.6.5 Any drivers unable to start the pace lap or start are required to indicate their situation as per current Motorsport UK General Regulation Q12.11.2 and any drivers unable to maintain grid positions on the pace lap to the extent that all other vehicles are ahead of them, may complete the lap but must remain at the rear of the last row of the grid but ahead of any vehicles to be started from the pit lane or from a timed delay.
- 2.6.6 The Safety Car will be used as the Pace Car for the start of the races.
- 2.6.7 The red lights will be switched on once the Pace Car has approached the pit entry and will be extinguished to signify the start of the race. In the event of any starting lights failure the starter will revert to use of the National Flag. Competitors must hold their grid position in a 2x2 formation until the start of the race signal is given. Once the Safety Car has left the circuit the pace must be maintained by the lead vehicle until the race starts. Failure by a team to maintain pace or grid position may delay the start and the team manager may be called to see the Clerk of the Course and the team may receive a penalty.
- 2.6.8 The Organisers reserve the right to employ an alternative starting procedure.

2.7 RACE STOPS / RED FLAG

- 2.7.1 As per the current Motorsport UK General Regulations.
- 2.7.2 Should a Red Flag/Light be required to stop any race or practice, RED LIGHTS will be switched on at the start line and Red Flags will be shown at the Start line and all Marshal Signalling Points around the track. Where a marshalling light system is installed at a circuit, the light panels will also be illuminated. The light panels will have the same meaning as the marshals' flags.

- 2.7.3 All drivers must cease racing immediately and slow down to a safe and reasonable pace, continue around the track to the starting grid area and follow the directions of the marshals/officials
- 2.7.4 All vehicles involved in contact incidents during practice, qualifying or races must be re-presented to the Scrutineers before continuing in the session.
- 2.7.5 If there is a Red Flag / race suspension during a race, all vehicles are in Parc Ferme. Only the Eligibility Scrutineer may authorise work on vehicles.

2.8 GENERAL PITS & PITS SAFETY

- 2.8.1 Each car will be allocated a dedicated space on the pit apron and any work carried out on the car, including the mandatory pitstop, may only be carried out in this dedicated space or in the team's pit garage or awning.
- 2.8.2 Cars must be parked at approximately 45 degrees to the prescribed direction of travel in the pit lane with the nose towards the garage side of the pit lane. Cars may only be worked on in the apron area of the pit lane and not the slow lane or the fast lane. Cars must be safely pushed back (NOT reversed under their own power) into the slow lane without impeding any other car and before being released by the car controller (see 2.8.11 and 2.8.13) into the fast lane of the pit lane. Cars may only use the slow lane of the pit lane to enter and exit their pit box. Cars using the slow lane to traverse an unreasonable proportion of the length of the pit lane will be subject to a penalty.
- 2.8.3 Penalties up to and inclusive of Disqualification from the meeting, attracting mandatory points on entrant and/or competitor's license and financial fines will be imposed for transgressing the regulations, the severity of the penalty is at the discretion of the Clerk of the Course.
- 2.8.4 Only team personnel wearing the Britcar Endurance supplied identification are allowed in the Pit lane or on the pit wall during any session. Media personnel must sign on with the circuit media team for access and cannot use Britcar pitlane identification as access to the pitlane for media work.
- 2.8.5 Permitted vehicles allowed in the main paddock area include race vehicles, race transporters and hospitality vehicles.
- 2.8.6 Entrants must ensure that the Motorsport UK General Regulations and Circuit Management and Organising Club Safety and Supplementary Regulations including Final Instructions and all and any Published amendments are complied with at all times.

- 2.8.7 The outer lane or lanes of the pit lane are to be kept unobstructed to allow safe passage of vehicles at all times.
- 2.8.8 Pit lane speed limit will be 40 kph unless otherwise indicated in the relevant Final Instruction or Drivers Briefing.
- 2.8.9 Pit signaling on the pit wall is limited to a maximum of three team personnel. The pit wall is the only place where signaling to drivers is permitted. (Please note Regulation Art. 1.4.8). Any team with more than three people on the pit wall may be liable to a fine of at least £250.
- 2.8.10 Harnesses cannot be removed by a driver until the vehicle has come to a full stop in the pit lane and vehicles may not move off until the driver has fully secured their harnesses.
- 2.8.11 Team members and all pitstop equipment, with the exception of 'Stop' sign and any part of the refueling rig which cannot fit behind the 'Pit Lane' line or in the garage must remain in the pit garage/behind the 'Pit Lane' line or on the pit wall (see 2.8.7 above) until the car has come to a stop in its designated pit area, with the exception only of the Car Controller (see 2.8.14) who may stand in the designated pit area a maximum of 1 lap before the car enters the pitlane. The car may not be pushed back until all equipment has been returned behind the designated 'Pit Lane' line/into the garage. All team personnel must return to the garage/behind the 'Pit Lane' line or to the pit wall (See 2.8.7 above) immediately once the car has left the slow pitlane. 'Equipment' is defined as anything other than cars, personnel, 'Stop' sign or any part of the fuel rig that cannot fit behind the 'Pit Lane' line or in the garage and is including, but not limited to, tools, tyres, spare parts.
- 2.8.12 Teams will be issued with 6 arm bands which must be worn on the arm and visible at all times to pitlane staff. You may only access the pitlane if you are wearing an appropriate armband. Only one arm band may be worn at once. These arm bands are:
- Red x 3 – For Mechanics working on the car. Gives access to the pitlane apron only and not the pit wall and can only be used to work on the car in the pitlane.
- Yellow x 2 – For pit wall timing purposes. Gives access to the pitlane apron and the pit wall, may be used to work on the car in the pitlane.
- White x 1 – For the pitlane car controller. This gives access to the pitlane apron and the pit wall (see 2.8.14 for restrictions).
- 2.8.13 Arm bands not worn on the arm or personnel in the pitlane or on the pit wall without an armband (including drivers) will incur a penalty for the competing car at the discretion of the Clerk of the Course (See 2.8.1 above)

2.8.14 The Car Controller (White Arm Band) is solely responsible for managing the safety of the pitstop including the safe release of the car from the designated pit area and into the slow and fast lanes. At the end of the pitstop the car controller must stand in front of the car and face the oncoming traffic. The car controller may, during the pitstop, assist with any other aspects of the pitstop including pushing the car back from the designated pit apron into the slow lane. A 'safe release' must satisfy all of the following:

- With the exception of the Car Controller (White Arm Band) all team members and equipment (2.8.11) must be back in the garage/behind the 'Pit Lane' line or on the pit wall with the exception of maximum of 2 people helping the car accelerate from standstill by pushing from the rear of the car.
- Not interfering with any other competitors or equipment.
- Not impeding any other competitors traversing the pitlane or cause another competitor to change speed or direction to avoid a collision.

2.8.15 Only 4 team members may work on the car during the pitstop at any time. All team personnel in the pitlane (not in the garage or behind the 'Pit Lane' line as appropriate) during a stop will be deemed to be working on the car. This number does not include the driver getting in or out of the car or the other driver / drivers assistant helping a driver get in or out of the car. The other driver / driver's assistant may ONLY assist the entering/exiting driver to enter/exit the car and must not carry out any other function. All team personnel in the pitlane during their pitstop must be wearing an arm band, with the exception of the drivers entering and exiting the vehicle.

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

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

2.9 PIT STOPS

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

2.9.2 Mandatory Pit Stops

	Number of Pit Stops
Races OVER 180 mins	5 STOPS Plus 1 TECHNICAL STOP (see 2.9.3.1)

- 2.9.3 The **Mandatory Pitstop Time** for competitors in all classes will be the Pitlane Transit Time in addition to a stationary time of approximately 160 seconds giving a total Pitstop time, measured from the Pit-In timing loop to the Pit-Out timing loop of **183 Seconds**.
- 2.9.3.1 Each entry must complete 1 mandatory TECHNICAL STOP. This stop may be taken at any time during the open pit window. The minimum pitstop time for the TECHNICAL STOP measured from the Pit-In timing loop to the Pit-Out timing loop will be **300 Seconds**
- 2.9.4 Any amendment to the Standard Pit Stop time will be notified to the Competitors by Championship Bulletin and by the Managers WhatsApp Group at the earliest opportunity and no later than 1 hour before the start of a race.
- 2.9.5 Classes maybe split or amalgamated and new Standard Pit Stop times issued at the Organiser's discretion and pursuant to Regulation Art.1.2.3.2.
- 2.9.6 The Pit Stop time is measured by the vehicle transponder activating the timing beams or loops in the track at the entrance and exit of the pit lane - signalled by a Britcar Endurance Pit Speed Board. The total time taken by a competing vehicle between these two points in the pit lane will determine the length of the Pit Stops and will be monitored by the appointed Motorsport UK Official Timekeepers.
- 2.9.7 There will be a Pit Window for all races longer than 30mins. The pit window will open 20 minutes after the race start and will be calculated to close 340 minutes after the race start. Time will be taken from the pit entry timing line. For avoidance of doubt the pit opening and closing will be announced on the timing system and this time will be the official opening and closing time.
- 2.9.8 If the race duration is shortened prior to the start of the race, a new pit window may be issued if it is deemed necessary for safety or time purposes. The new pit window will be advised to teams via a bulletin and on the Managers Whatsapp group.
- 2.9.9 No one driver may do more than 60% of the race length. No driver may drive more than 3 hours in any 5 hour period General Regulation Q9.1.2.1
- 2.9.10 For the avoidance of doubt the race start time or the pit exit timing loop will identify the start of respective stints and chequered flag time or pit entry loop time will signify the end of a respective driving stint.
- 2.9.11 Any stops in addition to the Mandatory Pitstops and the Technical Stop that requires refuelling is a minimum equivalent to the mandatory pitstop length for that class. Any further pit stops that do not require refuelling are not time limited.
- 2.9.12 It is the sole responsibility of the team to manage the Pit Stop time. Any team shortening their pit-stop from the regulated time will receive a penalty.

- 2.9.13 Standard Pit Stop:
- 2.9.17 The pit stop times will be issued in the Event Information Bulletin and available at Drivers Briefing or via the Team Managers WhatsApp Group.
- 2.9.18 Judges of fact will be monitoring pit stops and reporting any infringements to the Clerk of The Course.
- 2.9.19 Any Pit Stop must be under control of the Team Manager who must record who is in the car being driven on the circuit at any given time. Teams must advise the Pit Lane Marshal or a Britcar Pit Lane Team Member which driver is in the car once a driver change done.
- 2.9.21 No protest or appeal will be accepted as to the possible effects of the use of the provisional classification.
- 2.9.22 In races scheduled to last longer than 1 hour, teams may be required to provide onboard camera footage to the Clerk of the Course during a pitstop. The team will be notified prior to the stop that the SD card containing the footage is required and they must remove the card, replace it with a new card and hand the card to Britcar personnel after the stop. Competitors are reminded that they must still be able to comply with Regulation 2.14.7, 2.16.4, 2.16.5 and 2.16.6 at all times during competition.

2.10 FUEL STORAGE

- 2.10.1 Refuelling must be carried out in accordance with current Motorsport UK General Regulations for Circuit Racing Q12.25 (Pit and Paddock Regulations) and Art.5.18 of these technical regulations AND Circuit Management Regulations and the Supplementary Regulations and Final Instructions issued for the event.
- 2.10.2 No more than 3 sealed churns of fuel (3 x 25ltr) plus one spare 210ltr barrel per vehicle (sealed, containing no more than 200ltrs of fuel) may be stored in the pit garage at any one time.
- 2.10.3 A single 210ltr barrel in use for refilling the churns may be situated outside the garage per vehicle in the pit lane beside the door and It must be sealed when not in use.
- 2.10.4 A single empty, sealed 210ltr barrel may be stored outside the rear of the garage, beside the garage door.
- 2.10.5 The maximum size of fuel storage containers to be used by teams is 210ltrs per container containing no more than 200ltrs of fuel.

- 2.10.6 Pumps fitted to drain the fuel from the containers must be of a metal construction and approved for use with corrosive liquids.
- 2.10.7 The pit lane, garages, and fire lane are no smoking zones and everyone must adhere to circuits rules.
- 2.10.8 Fuel may be stored in an FIA certified refuelling rig.

2.11 REFUELLING REGULATIONS

- 2.11.1 Refuelling must be carried out in accordance with current Motorsport UK General Regulations for Circuit Racing Q12.25 (Pit and Paddock Regulations) Art.5.18 of the Championship Technical regulations Circuit Management Regulations, the Event Supplementary Regulations or Final Instructions issued for each event.
- 2.11.2 In the event the vehicle is not fitted with refuelling systems in compliance with Motorsport UK General Regulations for Circuit Racing Q12.25.2 fuel cans and funnels maybe used but must be fuelled in the team garage under supervision of the team manger during the pit stop plus a MOTORSPORT UK Event Scrutineer must be advised that this refuelling will be taking place.
- 2.11.3 In the event the vehicle is not fitted with refuelling systems in compliance with Motorsport UK General Regulations Circuit Racing Q12.25.2 and the team is refuelling in the garage as detailed in 2.11.2, the garage door, pit lane side, must be closed and the door at the rear must be open. All other refuelling regulations must be adhered to including 2.11.7
- 2.11.4 During refuelling the vehicle must have its engine switched off and must be on its wheels and not on jacks.
- 2.11.5 Exhaust pipes and/or hot brake material in the proximity of the refuelling or venting connectors must be covered with flame-resistant material.
- 2.11.6 Where a vehicles may roll from its stopped position, a suitable wheel chock is required.
- 2.11.7 During any re-fuelling operation in the pit lane or refuelling in the garage as per Art 2.11.2 and 2.11.3, the designated Refueller and Fire Extinguisher Operator must be dressed in approved flameproof overalls, gloves, and balaclava to the specification in Motorsport UK Blue Book regulation Q 12.25.2 and K 9
- 2.11.8 No other work may be carried out whilst re-fuelling is taking place. The driver may only get back in the vehicle when re-fuelling has finished.

2.11.9 No re-fuelling may take place during any official qualification session. Cars must be fuelled sufficiently before the session and may not refuel until all cars are released from Parc Ferme conditions after the session

2.11.10 There will be nominated Judges of Fact, including but not exclusively event scrutineers observing all re-fuelling.

2.12 RE-FUELLING QUANTITY

2.12.1 Refuelling quantity in each pitstop is free

2.12.2 From the moment that the Safety Car is deployed and crosses the pit exit timing loop or enters the circuit to the time that the Safety Car re-enters the pits and crosses the pit entry timing loop, no car may enter the pits to refuel. Any car requiring to refuel during a safety car will receive a penalty as defined in 4.2 This restriction does not apply to any car already in the pits at the time of the deployment of the Safety Car or any car that follows the Safety Car into the pit lane.

2.12.3 Failure to comply with above regulations will incur penalties as listed in section 4.2 of this document.

2.13 RACE FINISHES

2.13.1 After taking the Chequered Flag drivers are required to:

- Progressively and safely slow down.
- Remain behind any competitors ahead of them.
- Return to the pit lane entrance/paddock entrance as instructed.
- Comply with any directions given by marshals or officials.
- Keep helmets on and harnesses done up while on the circuit or in the pit lane.

2.13.2 All races are of timed duration. In these races the chequered flag will be shown to the leader the next time they pass the finish line after the duration of the race time. If for any reason the race has to be shortened the chequered flag will be shown. If the chequered flag is displayed incorrectly then Motorsport UK General Regulations apply.

2.14 PARC FERME

2.14.1 At the end of every practice session, qualifying session or race, all competing vehicles must be taken to the designated Parc Ferme area unless given special dispensation by the Championship Eligibility Scrutineer not to do so.

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

2.15 RESULTS

- 2.15.1 All Practice Timesheets, Grids, Race Results are deemed 'provisional' until all vehicles are released from Parc Ferme by the Licensed Eligibility Scrutineer after post practice/race scrutineering and/or after completion of any judicial or technical procedures.
- 2.15.2 Races over 90 minutes duration - Classification will be as per Motorsport UK regulations for Endurance races -Q9.1.5 refers.

2.16 TIMING MODULES, RADIO & CAMERAS

- 2.16 All competing vehicles must have fitted for all official test, practice, qualifying and race sessions, a working Electronic Self Identification Module (Transponder) of the following type:
- MYLAPS X2
 - MYLAPS TR2
- Or any other transponder approved by TSL Timing.
- 2.16.1 It is the responsibility of the Entrant to fit the module in a safe and appropriate position as recommended by the manufacturer.
- 2.16.2 Competitors or teams must not place any electronic timing equipment within 10m of the official timing line (Control Line) or any other official timing line at any event or test session. Any such equipment placed within these areas will be removed. Q11.3 (v)
- 2.16.3 Radio - See Regulation Art.6.5 and Motorsport UK General Regulation Q11.3
- 2.16.4 It is mandatory that all teams run “In Car Cameras” - See Regulation Art.5.23
- 2.16.5 At the end of each session, each team must save the on-board camera footage on the SD card, then remove the card and hand it to the designated Britcar Official. This must be done under Parc Ferme conditions after the end of a session. Any team failing to preserve the recorded footage or deliver the SD card within the specified timescale (20 minutes after the chequered flag) will be reported to the Clerk of the Course and may be subject to a financial or sporting penalty as detailed in Section 4. These cards must be clearly marked with the car number.
- 2.16.6 All video footage must show the information detailed in 5.23 clearly on screen.
- 2.16.7 The video cards will be returned to the teams once the Clerk of the Course has completed his investigations.
- 2.16.8 Teams must make sure there is a replacement card installed and fully operational for the next session.
- 2.17 SAFETY CAR**
- 2.17.1 Safety Car operation will be in accordance with current Motorsport UK Yearbook, Section Q, Appendix 3.
- 2.17.2 Unless specified in the Event Drivers’ Briefing notes, the Safety Car will be used during the races and, at the discretion of the Clerk of the Course, may be used in free practice, qualifying and night familiarisation.

2.17.3 Please see Championship Regulations Art. 2.12.2 & 2.11 regarding the rules on refuelling during a Safety Car Period

2.18 JUDICIAL PROCEDURE

2.18.1 Event: In accordance with the current Motorsport UK General Regulations Section C.

3 DRIVING STANDARDS & COMPETITOR / TEAM MEMBER BEHAVIOUR

3.1 Everyone involved in the event is responsible for conducting themselves in such a way as to uphold and safeguard the good name of the organisers. All those involved agree to:

Treat all participants, officials and organisers respectfully, follow the laws and the rules of the sport, promote fairness together with the rules of conduct, neither express themselves or behave in an insulting, offensive or abusive way, nor tolerate such expressions or modes of conduct, either in direct conversations, interviews, etc. or in other communication, e. g. press releases, posts in social media, etc. cooperate with all other persons involved so as to develop and improve the Championship and its status further on a continuous basis. All entrants must comply with Appendix A of these regulations.

3.2 Driving Standards - During each track session Driving Standards will be reviewed and reported to the Clerk of the Course who will take appropriate action as necessary.

3.3 Competitors who bring the event, the Organisers, or any sponsors of the event into disrepute through either on or off-track behavior – including verbal or written statements (for example Social Media), may be excluded from the event and refused entry to any number of subsequent events organized by Britcar-Endurance at the Stewards discretion.

3.4 If deemed serious the Stewards may exclude the team and/or driver from the event.

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 clerk of the course.

3.6 The organisers requires conformity with Motorsport UK General Regulation A.10 (all parts) 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.

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

4 SPECIFIC PENALTIES

4.1 In accordance with Section C of the current Motorsport UK Yearbook

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

- Minimum Penalty: Motorsport UK General Regulations Section C.3.3

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

- Minimum Penalty: The provisions of current Motorsport UK General Regulations C.3.5.1 (b)

4.1.4 The following infringements are used as a guideline by the Clerk of the Course. The actual penalty received may differ at the Clerk of the Course's discretion, based on circumstance. A time penalty may be issued by the Clerk of the Course after the race if there is insufficient time during the race to advise of, or serve a penalty.

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

5 TECHNICAL REGULATIONS

5.1 INTRODUCTION

5.1.1 The following technical regulations are set out in accordance with the Motorsport UK specified format and it should be clearly understood that if the following texts do not clearly specify that you can do it, you must work on the principle that you cannot.

5.1.2 Where references are made to “original equipment”, the term is defined as –

“Is a part, the specification, features, location and method of operation of a part are as provided when new by the motor manufacturer for the model and date of car as shown on the technical form submitted via the Britcar Endurance website”.

5.2 CLASSIFICATION AND BEPI

5.2.1 Cars are split into their respective classes by the BEPI system and specific regulations laid out in section 5 and Appendix C (where relevant)

5.2.2 The BEPI figure is achieved by entering the vehicle data into the BEPI calculator which can be found www.britcar-endurance.com/trophy/bepi/ for cars in classes T1, T2, T3, Clio and G40 and running on Direzza tyres or www.british-endurance-championship.com/bepi/ for cars running in classes D, E, F and G and running on Goodyear slick racing tyres.

5.2.3 The Britcar Endurance Performance Indicator (BEPI) is used to position the car within the class structure and ensure that cars are raced against other cars of a similar speed round a lap not just based on the same engine power.

5.2.4 The Britcar Endurance Performance Indicator is a guideline to the cars classification and this is hosted on our website but the final BEPI figure will be determined by Britcar Endurance. If you wish to discuss your BEPI classification and how to maximise your car in your class please contact David Hornsey our Technical Manager (david@britcar-endurance.com)

5.2.5 The Britcar Endurance Performance Indicator system will be used across all the classes with the exception of classes D and E ensuring that all entered cars are judged and classified exactly the same.

5.2.6 Britcar Endurance reserves the right to alter and modify the BEPI as necessary.

5.2.7 Additional Bulletins will be issued to confirm particular cars BOP.

5.2.8 It is the competitor’s responsibility to provide the promoters, on request, with recently measured (less than 6 months old) Power and Torque figures by means of a dyno graph or in the case a manufacturer built homologated cars with dyno -defeat

systems installed, a manufacturer supplied power and torque graph or figure from official manufacturer documentation

- 5.2.9 Each competitor will submit the information about their vehicle by closing date before their first race weekend via the championships BEPI (Britcar Endurance Performance Indicator)
- 5.2.10 Any changes to the Technical Declaration must be reported to the organisers before being allowed to qualify and race. The specification detailed on the Technical Declaration will be used by the Event Eligibility Scrutineer to confirm the eligibility of the vehicle against the class entered. An electronic copy of the Technical Passports will be held by the Britcar Endurance organisation and used as reference material.
- 5.2.11 Britcar Endurance reserves the right to change minimum weights, pit stop times, intake restrictors, throttle stops or ride height during the season.

5.3 SAFETY REQUIREMENTS

- 5.3.1 As per current Motorsport UK General Regulations Section K and appendices will apply to all vehicle and personnel equipment
- 5.3.2 As per current Motorsport UK General Regulations the Minimum General construction requirements of competition vehicles and racing vehicles will be applied as listed in sections J and Q respectively.

5.4 ELIGIBILITY OF COMPETING CAR

- 5.4.1 The event is open to any GT car or Production saloon car provided they meet the championship requirements. Open wheeled cars are prohibited.
- 5.4.2 All cars must have bodywork that encloses all suspension, drive shafts and exhaust system with the exception of cars which have these elements exposed as part of the original road car.
- 5.4.3 The car entered must be based upon, or derived from a car which has at some point in its homologated life been available as a road legal car from the original manufacturer.
- 5.4.4 Alternatively, the car may be deemed to be eligible if it is in the spirit of a road-based GT or Sportscar, for example a Ginetta G56. Decisions on the eligibility of a car model is to be determined by Britcar and their decision is final. Cars that do not meet these criteria, or do not fit into the BEPI classification limits may be accepted as an Invitation entry. To discuss the opportunity for an invitation entry please contact Claire Hedley. Entry must be submitted to the Event organisation via the Britcar Endurance Performance Indicator (BEPI). The data provided will form the Technical Passport for your car for the Championship and will be used for Classification and Scrutineering.

- 5.4.5 In the event of any dispute, the competitor may submit the manufacturer's official homologation documentation from the road-based car, an FIA or Motorsport UK Technical Passport as reference.
- 5.4.6 Cars built to the following specifications are explicitly prohibited from entry regardless of any modifications made to them to meet BEPI requirements:
- Porsche 997 Cup, 991 Cup and 992 Cup
 - Ferrari 458 Challenge, 488 Challenge
 - Lamborghini Super Trofeo
 - Cars built to GT2 Specification
 - Cars built to GT3 Specification
- 5.4.7 Cars in class D must be built to GT4 specification and must match the latest homologation document for that car.
- 5.4.8 Cars in class E must be built to TCR specification and must match the latest homologation document for that car.
- 5.4.9 Cars in class G must be Ginetta G55 Supercup cars using a current Ginetta Cars Ltd. specification Ford 3.7 litre V6 engine and ancillaries built to the specification and dimensions of Ginetta Cars Ltd. The cars must be fitted with either a MOTEC M800 or MOTEC M150 ECU. These are fitted with bespoke fuel and ignition maps and engine run data which are password protected. The ECU must not be tampered with in any way. The ECU can be interrogated at any time during a race meeting by the Licensed Eligibility Scrutineer or his appointed Data Engineers. The car must have a Hewland 6 speed sequential gearbox as supplied through Ginetta Cars Ltd. It is the competitors responsibility to ensure that the following prescribed gear ratios are retained at all times during competition: 1st 15:30; 2nd 15:23; 3rd 17:21, 4th 20:21, 5th 25:23; 6th 24:20. A Ginetta Cars Ltd supplied CWP limited slip differential with a final drive ratio of 3:73 must be used and must be fitted with the uprated Drexler internal unit supplied by Ginetta Cars Ltd.
- 5.4.10 Cars in class Clio must be Clio Mk 4 versions built to 2018 Clio Cup specification and following the 2018 Clio Cup nomenclature with the exceptions listed in Appendix C
- 5.4.11 Cars in class G40 must be Ginetta G40 Cup cars and must use a current standard specification Ford Zetec 1800cc 16 valve engine in its 115PS form (code MVH 418) to the specification and dimensions as supplied by Ginetta Cars Ltd, a 5 speed manual gearbox and ATB Limited slip differential.
- 5.5 EXAMINATION OF VEHICLES**

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

The Organisers reserves the right before or after any session to designate any one or more of the competing vehicles for special eligibility scrutineering. Upon such election being made the competitor shall immediately place the vehicle under the control of the Eligibility Scrutineer and be deemed to have permitted all such scrutineering, examination and testing as the Organiser may reasonably require to be undertaken. The Organiser has the right to:-

- a) Examine the vehicle at the circuit for such period as they may reasonably require and take fuel samples and/or have the component removed by the competitor.
- b) Retain the vehicle for detailed examination at premises chosen by the Eligibility Scrutineer in conjunction with the Organisers.
- c) Seal the vehicle and its components in such a manner as they may choose and require the competitor at their own expense to present the vehicle at any other premises chosen by the Eligibility Scrutineer for detailed examination within a specified period and/or remove the vehicle by transporter at no expense to the competitor to an appointed location. The competitor will be advised in writing of the time, date and location of the subsequent testing or eligibility examination.
- d) The Organisers will use a variety of possible options to check the BHP & Torque declared is correct at their discretion. These will include data / power logging devices, an associated sensor which the competitor will be expected to provide an uninterrupted power supply to and a suitable mounting point by agreement with the Eligibility Scrutineer or by testing the car on a designated fixed or mobile rolling road test equipment.
- e) The Organisers may use dataloggers in all classes to determine power and torque measurements whilst the vehicle is competing in an official session. When requested to fit a logger by Britcar personnel or the Britcar appointed data engineers, the logger must be fitted and operative in the car used in the following sessions until removal is requested by Britcar personnel or the Britcar appointed data engineers and accurate weight and CdA figures must have been provided to the organizers as part of their BEPI submission. Competitors must provide access to the CAN bus to connect the logger. In the event of there being no CAN bus in the vehicle the competitor must provide access to the RPM output of the engine. Please contact Technical Manager David Hornsey (david@britcar-endurance.com) for specification of can bus connector or RPM feed.
- f) Competitors are required to provide a coefficient of drag (CdA) number for their car. This number will be used to calculate power based on data logged by the race Technology data logger. If you do not know the CdA value for your car this

may be obtained from the vehicle manufacturer, a coast down test or we can supply a CdA number. Once this number is entered onto your official paperwork it may only be changed following proof supplied by the competitor.

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

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

Competitors will be personally and solely responsible for ensuring that their vehicles comply with their registration details and with these regulations at all times during the event. Failure to comply in either respect will be a breach of these regulations. Queries concerning eligibility should be referred in writing to the Eligibility Scrutineer at least seven days prior to an event entered to permit a ruling in advance of the meeting at which it is intended to compete.

5.5.4 In order to maximise equality of the performance, the Organisers will review the weight to power ratio coefficients after each session. Also, in order to balance performances in a fair way, the Championship Organisers reserves the right to introduce, for each of the individual entrants, any other technical restriction it may deem necessary.

5.6 **EQUALISATION**

5.6.1 The organisers will endeavour to balance car performance in the classification performance of vehicles. If the car is found to be ineligible or unsuitable for its class the organisers have the right to reclassify accordingly.

5.6.2 If a vehicle is found to be ineligible in some way then no awards will be awarded.

5.6.3 The organisers reserves the right to use equipment to check a cars performance against their declared BEPI / Technical Passport.

5.7 **CHASSIS**

5.7.1 The original chassis is defined as the original road chassis, the originally supplied single make championship specification chassis or original FIA Homologated chassis, which ever applies to the relevant vehicle in question. (See Motorsport UK General Regulation J 5.2.1)

5.8 **BODYWORK & AERODYNAMICS**

5.8.1 Modifications Permitted.

5.8.2 **GENERAL**

- 5.8.2.1 All modifications must not infringe on the general requirements for competition / racing cars as set out in Regulation Art.5.3.2.
- 5.8.3 INTERNAL**
- 5.8.3.1 General Regulation J 5.3 and K2 applies. In addition, it is mandatory to use a current FIA homologated seat with head restraint.
- 5.8.3.2 The trimmings situated below the dashboard and which is not a part of it may be removed.
- 5.8.3.3 It is permitted to remove the soundproofing material from all the doors. The door at the driver's side must be equipped with door trim. This trim may be original or be made of a metal sheet with a minimum thickness of 0.5mm or of another non flammable material with a minimum thickness of 2mm. In the case of a two-door vehicle, the trim situated beneath the rear side windows is also subject to the above rule.
- 5.8.3.4 It is permitted to remove the interior trim from the door in order to install a side protection panel, which is made from composite materials (lateral protection integrated in the side protection bar).
- 5.8.3.5 An alternative heating system other than provided by the vehicle manufacturer, and mentioned in his catalogue as supplied on demand, may replace the original heating equipment. It is permitted to blank off the water supply of the internal heating device, in order to prevent water spillage during an accident, providing an electric demist system or similar is available.
- 5.8.3.6 Air-conditioning may be added or removed. Driver cooling suits may be used with approval of the Championship Eligibility Scrutineer.
- 5.8.3.7 The steering wheel is free subject to compliance with current Motorsport UK General Regulations J. 5.7
- 5.8.3.8 Measuring instruments such as speedometers and the horn may be removed
- 5.8.4 EXTERIOR**
- 5.8.4.1 Aerodynamics devices may be fitted front and/or rear but may not extend forward or rearward from the original bodywork by more than 100mm beyond the original 'bumper'. Aerodynamic devices fitted as original equipment by the manufacturer will be regarded as part of the original bodywork when calculating the BEPI. The mounting apparatus of such a device is not deemed to be part of the aerodynamic device, for example, wing mounting struts which connect the aerofoil to the original bodywork of the car.

5.8.4.2 Extensions on the original bodywork on either side of the vehicle may be used in all classes. Any sections of the bodywork modified or attached must not have any exposed sharp edges.

5.8.5 AERODYNAMICS

5.8.5.1 No aerodynamic device or spoiler may extend wider than the width of the bodywork. The mounting apparatus of such a device is deemed to be part of the aerodynamic device in this regard, for example, wing mounting struts which connect the aerofoil to the original bodywork of the car.

5.8.5.2 With the exception of cars entered to compete and presented in conformity with the relevant FIA Homologation for the vehicle type (including all and any FIA permitted Extensions and / or Variations of Homologation), no (rear) aerodynamic device may be higher than a horizontal line drawn from the top of the main roof of the cab or roll hoop in the case of open top cars as per Motorsport UK yearbook. For cars conforming to the relevant FIA Homologation they must comply with their relevant maximum height of rear aerofoil. The mounting apparatus of such a device are not deemed to be part of the aerodynamic device in this regard, for example, wing mounting struts which connect the aerofoil to the original bodywork of the car.

5.9 RIDE HEIGHT

5.9.1 All vehicles, with the exception of vehicles in classes D and E, must have a minimum ride height of 40mm throughout with the driver in the car as per Motorsport UK General Regulation Q 13.1.2 organisers / Championship Eligibility Scrutineer will designate the area within Parc Ferme or the paddock where checks will be conducted with the tyre pressure set at 1.5 bar + or – 0.1 bar.

Ride heights for cars in classes D and E will be set by the Balance of Performance Bulletin in Appendix B and will be measured with the tyre pressure set at 1.5 bar + or – 0.1 bar. Ride heights of individual entries, models or makes may be further set by Event bulletins.

5.10 ENGINE

5.10.1 The engine orientation and location is free.

5.10.2 Induction system is free.

5.10.2.1 The manufacturer of the supercharger or turbocharger is free.

5.10.3 Intake manifold is free

5.10.4 Exhaust manifold is free.

5.10.5 Ignition System – Free

5.10.6 With the exceptions of classes D, E, G Clio and G40, engines and vehicle management systems are free but competitors must declare systems type and permit championship officials to access hardware and software on request.

5.11 FUEL TANKS AND DELIVERY SYSTEMS

5.11.1 Fuel tanks may be replaced by a safety fuel cell homologated by the FIA as per General Regulation K4. In this case, the number of cells are free and the cell must be placed inside the luggage compartment or in the original location. The construction of collector tanks with a capacity of less than 1 litre is free.

5.11.2 General Regulation J 5.13 applies

5.11.3 The position of the original tank may only be modified in vehicles of which the manufacturer has placed the tank inside the cockpit or close to the occupants. In this case it is permissible either to install a protective device (fluid proof bulkhead) between the tank, and the occupants of the vehicle and, if need be, to modify its supplementary accessories (refuelling orifice, petrol pump, overflow pipe etc).

5.12 TRANSMISSION

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

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

5.13 SUSPENSION - free.

5.14 WHEELS/STEERING

5.14.1 General Regulation 5.2.6 applies

5.14.2 Wheel fixations by bolts may be changed to fixations by studs and nuts or vice-versa. The stud/bolt diameter is free. A spare wheel and the fixation points may be removed.

5.15 TYRES

5.15.1 It is a requirement that all vehicles competing in the classes D, E, F and G must qualify and race on Goodyear Slick and/or Goodyear Wet tyres, all vehicles competing in the classes T1, T2, T3, G40 Supercup and Clio Cup must qualify and race on Dunlop Direzza or Goodyear Wet tyres.

- 5.15.2 The artificial heating of rims and/or tyres is permitted but chemical treatment is prohibited.
- 5.15.3 It is mandatory that all entries run on Goodyear or Dunlop branded tyres only, unless a comparable size is not available. Such instances must be declared to the organisers at the time of entry for the Organisers' written agreement prior to the event as to tyre brand and specifications including compound[s]. The Organisers' decision in this regard will be final and in their entire discretion.
- 5.13.4 HP Tyres are the mandatory tyre supplier for the Event and will be present to provide free trackside fitting and support to competitors who purchase their tyres through HP Tyres.
- 5.15.5 HP Tyres may mark up tyres sold through them to enable tracking of tyre usage and monitor traceability of supply
- 5.15.6 For cars in class G40 the only permitted tyres are as follows: Dunlop Direzza DZ03 195/55 - R15, Dunlop Direzza DZ03 205/50 - R15 or Dunlop Direzza DZ03 215/45 - R17 (DRY). Or Goodyear Race Wet Size Goodyear 185 580 R15 CR9000 01W4 or Goodyear 205 620 R17 CR9000 01W4
- 5.16 WEIGHT**
- 5.16.1 The minimum weight of the vehicle only will be as declared on the entrants BEPI form or any subsequent bulletins. The weight without the driver on board will be measured as soon as possible after crossing the finishing line. No fluids or other materials may be added to the car between crossing the line and being weighed. The car weight will include all remaining fuel on board.
- 5.16.2 The Championship reserves the right to ask teams to add weight to equalize the performance.
- 5.16.3 The minimum weight for the Ginetta G56A is 1100kgs
- 5.16.4 The minimum weight for cars in classes D and E will be set by the Balance of Performance Bulletin in Appendix B.
- 5.16.5 The minimum weight for cars in class G is 1085kgs
- 5.16.6 The minimum weight for cars in class Clio is 1080kgs
- 5.16.7 The minimum weight for cars in class G40 is 890kgs
- 5.16.5 The minimum weight of individual entries, models or makes may be further set by championship bulletins.

5.17 ELECTRICAL

5.17.1 Lighting -

5.17.1.1 All competing vehicles may have working directional indicators front and rear (if fitted). Coloured lights solely for the purpose of identification may be fitted however the total lit area of these lights may not exceed 1200mm² on each vehicle.

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

5.17.2 Lighting – Headlights: - Vehicles competing in night races must be equipped with dipped beam, main beam and rear marker lights. The operating of any retractable headlights, including its energy source, may be modified. Freedom is granted with regard to the frontal glass, reflector and bulbs although glass must be protected to prevent any broken glass being dropped onto the circuit.

5.17.2.1 Vehicles may carry up to 6 forward facing lights and in a mixture of headlights and spot lights and provided that the total is an even number (to clarify this ratio - a car with twin headlights may fit 2 spotlights while a car with single head lights may fit 4 spot lights). A single light is defined as a single enclosed light unit which may in itself contain multiple light sources.

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

5.17.4 Rear Fog Light - Vehicles must be fitted with a high intensity rain light(s). As per current Motorsport UK General Regulation K. 5 Red Warning Light.

5.18 BATTERIES

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

5.18.2 Should the battery be relocated from its original position, it must be attached to the body using a metal seat and two metal clamps with an insulating covering fixed to the floor by bolts with a minimum diameter of 10mm and a washer at least 3mm thick and with a surface of at least 200mm² beneath the metal of the bodywork. Any wet cell battery installed in the cab must be encapsulated to prevent leakage in accordance with Motorsport UK General Regulations.

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

5.19 BRAKES

5.19.1 As per current Motorsport UK General Regulation J. 5.6 Brakes.

- 5.19.2 Cooling of brakes front and rear is permitted: Protection shields may be removed or modified.
- 5.19.3 Cooling ducts may be added provided the ducting does not interfere with the steering or suspension movement. Air intake points must not extend outside the bodywork.
- 5.19.4 Carbon brakes are prohibited unless fitted to the original car as standard Motorsport UK General Regulation J. 5.6.1. If a Car a is fitted with carbon brakes (as standard) it must be declared and will be included in the BEPI calculation.
- 5.19.5 ABS braking systems are prohibited unless fitted to the original car as standard Motorsport UK General Regulation Q. 13.4.1 If fitted it must be declared and be included in the BEPI calculation.

5.20 FUEL

- 5.20.1 Fuel Grade - The Championship allows fuel to be used in accordance with the current Motorsport UK General Regulation B. Pump Fuel or FIA specification fuel in compliance with FIA Appendix J, Article 252, Article 9”.
- 5.20.2 Although not mandatory, Anglo American Oil Company Ltd can supply Sunoco Fuel but orders must be placed in advanced – see Art.7.1.5

5.21 SILENCING

- 5.21.1 All cars will be tested to meet the as per Motorsport UK General Regulation J. 5.17. The Limit is 105dB(A) in accordance with Motorsport UK General Regulations conducted at 0.5 metre distance at 45 degrees from the outlet with the engine running at $\frac{3}{4}$ speed.
- 5.21.2 Other limits may be applied by various circuit owners

5.22 PNEUMATIC JACKS

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

5.23 MANDATORY ON BOARD CAMERAS

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

- 5.23.2 The mounting must be of a mechanical means of attachment sufficiently robust to withstand anticipated stresses and vibration and must not present any sharp edges or projections in the vicinity of the driver's body or helmet. The mounting must be approved by the Event Eligibility Scrutineers. Motorsport UK General Regulation J. 5.21 applies.
- 5.23.3 The unit must be switched on and be recording at all times when the car is on track during any official free practice, qualification sessions and races. The onus is on the competitor to ensure that the unit's battery is charged, or its supply is operational, and the device remains operational during the above-mentioned sessions.
- 5.23.4 The memory card may be requested by the Organisers or by the Clerk of the Course or his representatives for any purpose including but not exclusively Judicial procedures under these Regulations and the recorded footage may be copied for use in broadcast or any other area deemed appropriate by the Organisers. Failure to provide the footage may lead to disciplinary measures by the Clerk of the Course and may prejudice their defence in the case of an incident.
- 5.23.5 Please also be aware of the intellectual property ownership rights referred to in Championship Regulation Art.6.3.
- 5.23.6 The use of this camera footage should not be used on Social Media to bring the series into disrepute or to engage a personal vendetta.

6 EVENT DECALS AND VEHICLE INSIGNIA, RIGHTS, FINANCIAL POLICIES, COMMUNICATION, TV AND PADDOCK

- 6.1.1 Presentation of all vehicles must be of a high standard. The acceptable standard is at the sole discretion of the Organiser and/or Promoter.
- 6.1.2 The Entrant is responsible for acquiring the correct decals and badges and ensuring the correct placement.
- 6.1.3 The Organisers reserve the right to add or delete Event sponsors at any time; new decals and overall badges will be supplied for no additional charge when this occurs. All Event decals are mandatory and must be placed as per layout sheets accompanying the decal packs issued by the Promoter.
- 6.1.4 Competition numbers must be positioned in accordance with current Motorsport UK General Regulation J. 4.1.2, with the following exception: Vehicles must position the foremost number on the windscreen.
- 6.1.5 Competition number panels on the sides of the vehicle must be illuminated / back lit for night races.

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

- Front and rear number plates.
- Windscreen sun strip which may change at each race meeting.
- Two competition number panels for the sides of the vehicle and one on the bonnet as per Motorsport UK General Regulation J 4.1
- Windscreen corner class identifiers.
- Rear Side Windows for car numbers as per Motorsport UK General Regulation Q11.5 - Q11.5.2
- Below both Headlights and both front and rear wheel arches.
- Dashboard area visible to onboard camera to display car number and championship sponsors decal Competitors may substitute graphics overlays on their in car camera feed but these overlays must clearly show car number and championship logo.

6.1.6.1 See 2023 Britcar 6 Hour Location map below.



6.1.7 One set of championship insignia decals will be supplied by the Organiser free of charge. Decals can be collected on the first day of each event or can be posted prior to the event at a cost of £10.00 plus VAT. Additional sets can be purchased at £40.00 plus VAT per set. Individual stickers can be issued upon request but there will be a charge plus postage.

6.2 RACE SUIT BADGES & RACE SUPPORT VEHICLES

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

6.2.1 See 2023 Britcar 6Hour Overall Location map below:-

Race Overall Badge Placement



6.2.2 Event badges must be clearly visible when interviewed by TV, Circuit Commentators and during any public pit walk/autograph or appearance session, and, when interviewed, request their overalls zipped up to display championship logos.

6.2.3 The Organisers requires all competing teams to remove or obscure any other championship decals on both cars and drivers' overalls unless prior written permission has been given.

6.2.4 Badges will be supplied by the Event Organisers prior to the first event, to each driver free of charge. Additional badges will be invoiced to the Entrant at £5.00 (plus VAT) per badge.

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

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

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

6.3 INTELLECTUAL, COMMERCIAL, PROMOTIONAL, MERCHANDISING AND SPONSORSHIP RIGHTS

6.3.1 Britcar Endurance Ltd have all ownership rights to the name Britcar, Britcar Endurance, The Britcar 6 Hour, The Britcar 9 Hour, The Britcar 12 Hour, The Britcar 24 Hour, the British Endurance Championship, BEC and The Britcar Endurance Performance Indicator (BEPI). Any use of media, video or still, must credit Britcar. Commercial use is prohibited without prior consent.

6.3.2 It is a condition precedent of entry to the Event that the Entrant and all driver competitors grant to the Organisers a non-exclusive royalty free worldwide licence including the broadcast footprint of any visual media satellite transmission for the use and reproduction and broadcast in any Organiser chosen media of all and any images and whether original or digitally enhanced altered howsoever or cropped whether still or motion images of the Entrant car(s) and of the Drivers and all team personnel and persons howsoever connected to the Entry.

6.3.3 All logos used by competitors must be in its original format and scale. Any adjust to colour and size must be approved by the Britcar office.

6.3.4 All entrants and competitors agree to only post or publish any moving images from the 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.

6.4 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 Trophy entries can be made by BACS Payments. For details contact Claire Hedley on 01428 288008 or by email at Claire@britcar-endurance.com or by cheque made payable to Britcar Endurance Ltd and sent to Po Box 140, Liphook, Hampshire, GU30 9BU.

6.4.3 With regard to refunds there are NO refunds on deposits paid.

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

6.5 RADIO COMMUNICATION

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

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

6.6 TELEVISION

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

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

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

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

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

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

6.7 PADDOCK ARRANGMENTS

6.7.1 Teams are asked to follow instructions from the Organisers and Circuit Officials regarding the parking arrangements and locations for Trucks, Support Vehicles and Private Cars. Certain events will have strict limitations on the number and size of support vehicles, awnings and transporters and the setup and breakdown of the

paddock and garage area will be strictly controlled including arrival and departure times.

- 6.7.2 Teams not adhering to these controls will be fined by the circuit, event promotor or race organising body and the fines imposed by the circuit, promotor or organising body will be borne by the competing team directly and not to the Organisers.
- 6.7.3 Teams testing the day before the event will be asked to move all private vehicles and Motorhomes (unless permission given by the Britcar Office) away from the back of the garages for all teams arriving for the next day's race meeting.
- 6.7.4 All teams will be provided with Working Vehicle and Private Car Passes (where applicable). Any vehicle not displaying one of these will be asked to move. When the transportation vehicle is in place a team's Motorhome is NOT considered to be the Working Vehicle.
- 6.7.5 If they refuse then the circuit can have it removed.

- 7 CONTACTS**
- 7.1 Britcar 6 Hour Co-ordinator Claire Hedley
P O Box 140, Liphook,
Hampshire, GU30 9BU

Tel: 01428 288008 Email:- claire@britcar-endurance.com
Mobile 07534 365894 Finance: accounts@britcar-endurance.com
- 7.1.2 BARC: David Wheadon
BARC, Thruxton Circuit,
Andover, Hampshire, SP11 8PN

Telephone: 01264 882209 Email: dwheadon@barc.net
- 7.1.3 Eligibility Scrutineer John Harland
C/O BARC
Thruxton Circuit
SP11 8PN
- 7.1.4 Eligibility Scrutineer (Assistant) Martin Robertson
C/O Praga UK
- 7.1.5 Event Technical Co-ordinator David Hornsey
C/O Britcar Endurance Ltd
Po Box 140, Liphook, Hampshire, GU30 9BU

Tel :- 01428 288008 Email : david@britcar-endurance.com
- 7.1.4 VENUE** Donington Park Circuit
Castle Donington,
Derby, DE74 2RP

Tel: 01332 810048
- 7.1.5 TYRE SUPPLIER** H. P. Tyres Ltd
Units 5 & 6, Broad March Trade Park,
Long March Ind Est,
Daventry, NN11 4HE

Telephone:- +44 (0)1327 301887 Email: office@hptyres.com

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

Telephone:- +44 (0) 1929 555973 Email:- shaun@aaoil.co.uk

7.2 COMMERCIAL UNDERTAKINGS:

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

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

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

7.2.4 Because of the commercial importance to the Event as well to the Organisers it is a material condition precedent of submission of entry to and participation in the Event that without the express prior written consent of Britcar no race car or official support or other entry-connected vehicle placed in any Event 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 associated activity howsoever relating to the Event 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 event sponsor as notified to competitors from time to time.

7.3 HEALTH AND SAFETY AND ENVIRONMENTAL

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

APPENDIX A



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

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

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

The Values

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

I pledge to #RaceWithRespect and:

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

Any breach of these obligations may result in disciplinary action.

Appendix B WEIGHTS AND RIDE HEIGHTS FOR CARS IN CLASSES D AND E**Class D**

Minimum weights and ride heights where they differ from the published technical regulations are as follows. Ride Heights are measured from the lowest point of the underside of the front splitter including any mounts or skid blocks:

Cars built to GT4 specification	Minimum Weight	Minimum Ride Height	Maximum BHP at Flywheel	Notes
Aston Martin GT4 Turbo	1455	40	475	
Audi R8 GT4	1515	55	490	
BMW M3 GT4	1350	40	500	
BMW M4 GT4	1445	50	430	
Chevrolet Camaro GT4	1455	50	470	
Ford Mustang GT4	1515	50	450	Restrictor 64mm
Ginetta G55 GT4	1105	40	380	
Ginetta G56 GT4	1325	45	390	Restrictor 46mm
KTM X-Bow GT4	1160	50	355	2.1 bar pboost @ 1010mb
McLaren 570s GT4	1475	50	570	
Mercedes AMG GT4	1455	50	430	
Porsche 718 GT4 CS MR / Cup	1325	45	420	
Porsche 718 GT4 RS	1365	50	430	Restrictor 54mm
Toyota GR Supra GT4	1390	50	430	

Class E

Class E will use the BoP issued by WSC for TCR, Technical Bulletin 2023n.5

Competitors should also be reminded that any changes included in WSC Technical Bulletin 2023n.4, 2023n.3, 2023n.2 and 2023n.1 also apply but may be superseded by bulletin 2023n.5. Competitors are reminded that the **'BoP for ENDURANCE races only'** is the BoP table that will be used. The BoP can be downloaded from the Technical Area of the WSC hub or by following the url below:

https://www.tcr-series.com/validate.php?request_url=/images/bollettini/2023/TCR_technical_bulletin_05-2023_2023_04_25.pdf

APPENDIX C – Clio Cup

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

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

- App C.1 Nomenclature 8.00 – Fuel and oils are free
- App C.2 Nomenclature 17.00 – Make of spark plugs are free.
- App C.3 Nomenclature 31.41 and 33.20 – Brake Pad material is free
- App C.4 Nomenclature 31.41 and 33.20 – Brake Discs may be original or aftermarket
- App C.5 Nomenclature 35.00 – Wheel choice is free but the chosen wheel must be of the same dimensions and may not weigh less than the RenaultSport wheel defined in the nomenclature.
- App C.6 Nomenclature 36.10 – Make of steering wheel is free.
- App C.7 Nomenclature 54.00 – Glass may be replaced with other materials but must conform to Motorsport UK General Regulation 5.20.8
- App C.7 Nomenclature 56.00 – Badges are not required but the car must still meet minimum weight limits if badges are removed.
- App C.8 Nomenclature 75.00 – Make of seat and mount is free but it must meet Motorsport UK General Regulations on seats including K2.2
- App C.9 Nomenclature 80.00 – Make of battery is free.
- App C.10 Spacers may be fitted to the front or rear wheels or all wheels.
- App C.11 Direzza dry weather tyres and Goodyear wet weather tyres cannot be mixed on the same car. Both axles must have the same model of tyre although choice of compound is free.
- App C.12 In all instances, if a required part is no longer available from Renaultsport, or their suppliers, or is out of stock it may be replaced by a replacement part which offers no performance advantage. In such an instance the Organisers must be made aware in writing and the Scrutineer has the final say on acceptance of the parts or of any balance of performance measure that may be implemented when non-homologated parts are used.
- App C.13 Technical Regulation 5.5, 5.6 and 5.23 applies to all cars in the Clio Class
- App C.14 Minimum weight 1080kgs. The weight without the driver on board will be measured as soon as possible after crossing the finishing line. No fluids or other materials may be added to the car between crossing the line and being weighed. The car weight will include all remaining fuel on board.