

2022 SPORTING & TECHNICAL REGULATIONS

REGULATIONS V1



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1 SPORTING REGULATIONS - GENERAL

1.1 TITLE & JURISDICTION

The British Endurance Championship (BEC) is organised & managed by Britcar Endurance Limited as the Permit Holder and they are also the Commercial Rights Holder in accordance with the General Regulations of The Royal Automobile Club Motor Sports Association Ltd (Motorsport UK) (incorporating the provisions of the International Sporting Code of the Federation Internationale de l'Automobile (FIA) and these Championship Regulations.

Motorsport UK Championship Permit number:

TBA

Race Status:

National

Motorsport UK Championship Grade:

Grade: C

1.2 OFFICIALS

1.2.1 Championship Co-ordinator:

Claire Hedley

1.2.2 Motorsport UK Championship Eligibility Scrutineer:

John Harland

1.2.3 Championship Clerk of the Course:

Andy Butler

1.2.4 Championship Technical Co-ordinator

David Hornsey

1.2.5 Championship Stewards:

Dennis Carter,
Dale Wells
Ian Watson
Richard Norbury

1.2.5.1 Any three of the Championship Stewards will sit to make a decision. In accordance with the following provisions of the 2022 Motorsport UK General Regulations.

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

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





W. 2.2.1: The Championship Stewards can only adjudicate upon any disputes, irregularities or appeals arising from the approved Championship Regulations and any subsequently issued bulletins. They are also empowered to consider any request from the Championship Co-ordinator to penalise any Competitor for breach of Championship Regulations and after holding a formal hearing, to impose a penalty in accordance with General Regulation C.2.1 subject to the rights of appeal to the MSC National Court provided in Section C. If it is not possible to get three people from the above list due to lack of availability or any perception of a conflict of interest, then the Organisers reserve the right to include a steward not present on this list.

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

1.3 **COMPETITOR ELIGIBILITY**

1.3.1 Entrants must comply with the following:

- (a) be registered for the British Endurance Championship
- (b) be in possession of a valid 2022 Motorsport UK Entrants Licence. (H26.1.1)
- (c) If the entry is not made by an 2022 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 registered for the British Endurance Championship 2022
- (b) be in possession of a valid 2022 Motorsport UK Competition **National** Licence (Racing) as a minimum. For overseas events the minimum is National.
- (c) in the case of a Professional driver entering, be in possession of a valid Licence (featuring an E.U. flag) and medical authorisation, issued by the ASN of a member country of the European Union, or comparable country, current Motorsport UK Yearbook H.25.2.1 applies).
- (d) If participation in the Championship requires absence from full time education, a driver in full time school, academy or sixth form college education is required to have the approval of their head teacher or principal and possess a letter stating such approval from their school, academy, or college in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.





1.3.3 Each competitor (including all INVITATION cars) must make sure their vehicle has a valid BEPI (Britcar Endurance Performance Indicator) submitted before their and the vehicle's first race in the championship or have available to the scrutineer a homologation document detailing their car built to GT3, GT4 or TCR regulations. Competing vehicles will not be eligible for any championship points until this has been submitted and signed by a team member. At the entire discretion of the Organisers an entry made where no BEPI has been submitted or homologation document is available may be suspended or rejected.

1.3.4 Entry into the British Endurance Championship requires 1 or 2 drivers for races of 90 – 120 minutes. For races over 120 mins there is a minimum requirement for 2 drivers.

1.3.5 No Professional driver may drive on his or her own and no vehicle can be "fully" driven by a professional driver.

1.3.6 A driver will be rated by the Championship Organiser on their experience when they register for the championship.

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.

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

1.3.8 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 Co-ordinator's sole discretion.

1.4 CHAMPIONSHIP REGISTRATION

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





- 1.4.2 The Registration Fee for the 2022 British Endurance Championship is £1500.00 + VAT for the season per vehicle.
- 1.4.3 Membership is FREE. All payment details are available in Championship Regulation Art. 6.4
- 1.4.3.1 All Registration Payments are Non-Refundable.
- 1.4.4 Deposits will be required against all rounds in which entrants wish to reserve a place on the grid. This will be on a first come first served basis. A deposit of £500 +VAT per round is required. All payment details are available in Championship Regulation Art. 6.4. The first 10 teams who pay deposits for all Championship rounds will get the choice of garages on a first come first served basis.
- 1.4.4.1 All deposits are Non-Refundable.
- 1.4.5 Registrations & deposits will be accepted from 1st December 2021 until the closing date for each round. Any money paid is non-transferable between events, vehicles and/or teams. All balances of entry fees must be paid no later than 14 days before the first date of the Permit for any race meeting entered in accordance with Championship Regulation Art.1.4.9 below. The Championship Organiser may, at its sole discretion, refuse the entry of any competitor who does not pay any and all outstanding balances by this time.
- 1.4.6 Permanent Competition Vehicle Numbers will be competition numbers 2 to 999, issued by the Championship Organiser on a first come first serve basis. All championship decals will be supplied prior to the teams first race weekend. It is the Competitors responsibility to ensure the appropriate race numbers and correct decals are placed (where required by the Championship Organisers) prior to any BEC track sessions. Numbers over 99 will be allowed with permission from the Championship Organisers via the Championship Coordinator.
- 1.4.7 The Championship Organisers jointly and severally reserve the right to add more Championship decal stickers to the vehicles from their new sponsors during the season.
- 1.4.8 Championship decals car layout plans are stipulated in Championship Regulation Art. 6.1.6
- 1.4.9 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 British Endurance Championship Office. There will be a cost, plus postage for this replacement. £ 40 plus VAT plus postage for the decals and £ 10 plus VAT plus postage for each identification band.





- 1.4.10 Each driver will also receive the 'Championship Logo' & 'Goodyear' Cloth Overall badge which must be sown on their race overalls in accordance with Championship Regulation Art.6.2.
- 1.4.11 Registration fees must be paid before a driver participates in their first event. Failure to pay may render the driver liable to a fine.
- 1.4.12 Outstanding Championship balance monies must be in the Britcar Endurance Limited account and cleared by 5pm, no later than 14 calendar days prior to the start of the respective race weekend. Any team who has entered for an event and not paid their balance within the specified timescale will not be allowed to participate in the event and may have points deducted. Balance monies are non-refundable and non-transferable.
- 1.4.13 All payments made to the Championship Organisers must only be remitted from a fully traceable European clearing bank.

1.5 CHAMPIONSHIP EVENTS

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

DATE	CIRCUIT	RACE LENGTH	CLUB
12 th March	Silverstone Grand Prix	3 Hour	BARC
2 nd April	Oulton Park (Full)	2 Hour	BARC
14 th May	Snetterton	3 Hour	BARC
18 th June	Silverstone GP	2 Hour	BRSCC
20 th August	Donington National	2 Hour	BARC
22 nd October	Donington Grand Prix	2 Hour	BARC

- 1.5.2 6 Rounds with 6 to count towards the British Endurance Championship
- 1.5.3 If an event is cancelled due to unforeseen circumstances beyond Britcar Endurance's control (Force Majeure) then the Championship Organisers will endeavour to replace it with another event but if not the Championship points / rounds will be re-adjusted in accordance with the current Motorsports UK General Regulation D.11.1.
- 1.5.4 Testing is available at each circuit the day before each of the events (except Donington). Competitors can book testing direct with Britcar. Prices are to be confirmed and will vary at each track. Please contact Claire Hedley on 01428 288008 or claire@britcar-endurance.com.





1.5.5 There are no testing restrictions.

1.6 CLASSES

1.6.1 The cars will be classified using the BEPI (Britcar Endurance Performance Indicator, an online tool for classifying vehicle performance) system or manufacturers homologation document in the case of GT3, GT4 and TCR cars.

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

1.6.2

Class A	Cars built to GT3 specification and balanced using our own BoP
Class B	Cars built to Modern GT2, Super Trofeo, 488 Challenge, Porsche 992 Cup specification and non-homologated cars with a BEPI score 155-195
Class C	Cars built to 458 Challenge and Porsche 991 Cup specification and non-homologated cars with a BEPI score 133.01-154.99
Class D	Cars built to GT4 specification and balanced using our own BoP
Class E	TCR Endurance Class running to WSC and TCR 2022 Sprint regulations and BoP
Class F	Cars of similar performance to classes 4 and 5 but not homologated GT4 or TCR cars with a BEPI score less than or equal to 133.

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

CLASS A	RED
CLASS B	GREEN
CLASS C	ORANGE
CLASS D	BLUE
CLASS E	BLACK
CLASS F	WHITE





1.6.4 Cars entered into any race as a "one off" event whilst not registering for the championship, will be included in the class structure defined in 1.6.2, they are not eligible to score championship points but will get trophies. "one off" entries will be invisible with regards to awarding of championship points to registered competitors. For example, if a "one off" entry finishes in 2nd position and a registered championship competitor finishes in 3rd position, the "one off" entry becomes invisible with regards to points so the registered competitor finishing in 3rd place receives points for 2nd place.

1.7 SCORING

1.7.1 All entries must have registered for the Championship, submitted a Technical Declaration on the online BEPI (before the first round) or via official vehicle homologation and they must have paid a full season registration to gain championship points.

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

1.7.3 Points will be awarded in accordance with these Championship Regulations and Q 9.1.5 to following the conclusion of all Judicial matters as per the Motorsport UK General Regulations.

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

1.7.5 Championship Points for the 2022 season are accrued based on the following finishing positions in class.

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

1.7.6 Cars competing who are not registered for the championship are invisible with regards to the awarding of championship points. For example, if the winner of the class is not registered for the championship then the second placed car is awarded 30 points for winning against all other registered championship contenders.





- 1.7.7 There must be minimum of three 2022 Registered Competitors in class at each round to receive Full Championship points as stated in 1.7.5
- 1.7.8 There must be minimum of two 2022 Registered Competitors in either category class at each round to receive the following points:-
- | | |
|-----------------------|-----------|
| 1 st Place | 20 points |
| 2 nd Place | 17 points |
- Championship Regulation Art. 1.7.3 still applies
- 1.7.9 If there is only 1 entry in a particular class in an individual race the finisher will only receive 50% points. Championship Regulation Art.1.7.3—still applies
- 1.7.10 The presentation of a car for scrutineering will be deemed an implicit statement of conformity. If a vehicle is found to be ineligible (by the Championship Scrutineer or an appointed Scrutineer in his absence) then no points will be awarded.
- 1.7.11 If an entrant has to replace their vehicle and or their engine, they must notify the Licenced Eligibility Scrutineer. As long as the Championship Co-ordinator and the Licenced Eligibility Scrutineer gives their approval that the vehicle is also the same or lesser performance as the vehicle registered for the respective Championships, then the points already awarded from the previous races will be carried over to the new vehicle, also current Motorsport UK General Regulation (D) 25.1.12 applies.
- 1.7.12 If a registered competitor decides to move their vehicle's class then no points will be transferred to the new class. From the next race entered and completed, they will gain points in the new class.
- 1.7.13 Ties shall be resolved using the formula as per current Motorsport UK General Regulation W. Resolving Ties.
- 1.7.14 No team can register for the Championship to gain points at either of the last two rounds of the Championship (N-2).
- 1.7.15 The car setting the fastest lap in each class in qualifying will be awarded 1 additional point. In addition, a further point will be awarded to each car setting the fastest lap in the race in each class.
- 1.7.16 In the event of cancellation of a championship round outside of the control of the Championship organisers, where the round cannot be relocated to the reserve round or the reserve round has already been used, the total number of rounds eligible towards the championship will be reduced accordingly. An accumulation of all the points eligible registered entrants scores will be used to determine the overall and class championships. Neither the Promoters nor the Organising club running the respective race meetings shall be liable for any consequential loss or damages.





1.8 AWARDS

- 1.8.1 All awards will be provided by the Championship Organiser and/or their partners and sponsors.
- 1.8.2 Per race:- The race winners will be presented trophies in Parc Ferme or on the venue podium (where possible). If the podium is not suitable or is unavailable then all trophies and interviews will be done in the British Endurance Championship Hospitality Race Centre. Drivers are reminded that the podium presentation is part of the event and the Championship asks all to attend.
- 1.8.3 British Endurance Championship Trophies will be awarded for the races as follows :-
- ** A trophy to drivers placed 1st, 2nd and 3rd overall (2 trophies to be supplied per position)
 - ** Sponsors caps to the 1st, 2nd and 3rd overall (2 caps to be supplied per position)
 - ** 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 position)
- 1.8.4 British Endurance Championship Outstanding Performance of the Day award – Decided by the Championship Organiser.
- 1.8.5 Additional trophies and awards may be made and will be detailed within an official championship bulletin.
- 1.8.6 End of Season:- The British Endurance Championship awards will be issued at the awards presentation event at the End of the Season. The date and venue to be advised.
- 1.8.7 The following trophies will be awarded at the End of Season:
- ** Trophies to 1st, 2nd and 3rd Driver Overall (maximum 2 trophies per car).
 - ** A celebratory bottle to 1st, 2nd and 3rd Driver Overall (maximum 2 bottles per car).
 - ** Trophies to 1st, 2nd and 3rd Drivers in each Class (maximum 2 trophies per car)
 - ** Driver of the Year
 - ** Team of the Year
 - ** Rookie Driver of the Year
- 1.8.8 Additional Trophies:-
- ** The Cowell Award - Services to Britcar Endurance Ltd
 - ** Media / Photographer of the Year - Britcar Endurance Ltd
- 1.8.9 Drivers are reminded that the End of Year presentation is part of the Championship and it is requested that all teams attend. Trophies may be posted to teams but the postal charge may be passed on to the team at the absolute discretion of Britcar. Any teams requiring additional trophies can request these from the Championship Co-ordinator additionally there may be a charge for them.





1.9 ENTERTAINMENT TAX LIABILITY

- 1.9.1 In accordance with the current government legislation, the promoter is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women and account to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsmen/women.
- 1.9.2 That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or Eire. This means that Britcar is required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents.

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

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

1.10 TITLE TO ALL TROPHIES

- 1.10.1 Overall Championship trophies are the property of Britcar and must be returned upon request to Britcar. Copies are available at an additional cost.
- 1.10.2 If Provisional Results or Championship Tables are revised after any presentations and these revisions affect the distribution of awards the Competitors concerned must return them to the Championship Organisers in good condition within 7 days.

2.1 CHAMPIONSHIP EVENT MEETINGS & RACE PROCEDURES

2.1 RACE ENTRIES

- 2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date for entries which is 14 calendar days before the start of each event. Incorrect or incomplete entries (including "Driver to be nominated" entries) will be held in abeyance until they are correct and complete. Any teams not paying on time may, at the Championship Organisers' sole discretion, can 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 with the Championship Organisers in writing by 12 noon, a minimum of 8 calendar days before an event at to enable the information to be included in the official program.





- 2.1.3 Withdrawal or alterations to an entry made after acceptance of any entry must be notified to the Championship Organisers in writing. Motorsport UK General Regulation D25.1.12 applies.
- 2.1.4 The deadline for any amendments is 6pm on the Thursday before each event and may be accepted or refused at the sole discretion of the Championship Organiser.
- 2.1.5 Reserves are to be nominated on the Final List of Entries published with the Final Instructions or Amendment Sheet Bulletins. All Reserves will practice and 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 12pm on the Wednesday prior to the respective race meeting. The refund of entry fees is at the sole discretion of the Championship Organisers.
- 2.1.7 Late Final entries are accepted up to 12pm on the Thursday of an event, however such entries may be subject to a late entry charge.
- 2.1.8 The Championship Organisers, at their sole discretion, reserve the right to accept entries from teams with cars which do not fit into the classification. Such cars may be restricted by the Eligibility Scrutineer and may be placed on the RESERVED list as the Championship eligible cars will be given priority grid positions. If space permits they will race under an INVITATION title. No points will be gained.
- 2.1.9 An INVITATION ENTRY FEE and entry fee for "one off" race entries who are not registered for the championship will be £200 (plus VAT) more than the stated entry fee.

2.2 BRIEFINGS

- 2.2.1 The Championship Organisers will notify Competitors and Team Managers of the times and locations of all Driver & Team Manager Briefings through email, the event Final Instructions and the Manager WhatsApp Group.





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

2.3 DESIGNATION OF THE CIRCUIT & REQUIREMENTS

- 2.3.1 The events will take place at Motorsport UK Licensed Circuits in the UK and FIA licensed circuits in Europe.
- 2.3.2 The maximum number of vehicles permitted on the circuit will be in accordance with as per the respective Motorsport UK circuit license and will be subject to an additional percentage for qualifying as specified in Motorsport UK 2022 (Bluebook). For European circuits, the maximum number will be in accordance with the FIA circuit licence or as calculated from the FIA ISC Appendix O (Supplement 2).

2.4 FREE PRACTICE / QUALIFICATION

- 2.4.1 After the end of free practice the chequered flag will be shown at the start line to indicate that FREE PRACTICE has finished and QUALIFYING has begun. This will also be put on the TSL timing screen and on the Team Managers WhatsApp Group.
- 2.4.2 In Qualifying each entered driver must complete a minimum of 3 laps in the vehicle to be raced and in the correct session, in order to qualify for selection and order of precedence as set out in current Motorsport UK General Regulations Q12.4.
- 2.4.3 The fastest lap in qualifying will determine the grid for the race.
- 2.4.4 In a multi driver team all drivers must sign on for that entry with the relevant licence level for that class. They must all qualify the car in the qualifying session or at a time agreed with the Clerk of the Course.





- 2.4.5 The Clerk of the Course shall have the right to disqualify any driver whose practice times or driving are considered to be unsatisfactory as per current Motorsport UK General Regulation Q12.4.
- 2.4.6 The minimum period of qualifying will be 1 x 20mins per round that feature purely day races and 1 x 20mins day and 1 x 30mins night for rounds that feature night races. Rounds that feature night races will also include a night familiarisation session.
- 2.4.7 Should any qualifying session be disrupted the Clerk of the Course shall not be obliged to resume the session for all or part of its remaining duration or re-run sessions to achieve the championship criteria and the decision of the Clerk of the Course shall be final. If Qualification is not run the grid will be formed from the current Championship order per class.
- 2.4.8 After each session vehicles must go directly to the designated Parc Ferme area or where they are directed by Officials. Competitors are reminded that they are under Parc Ferme conditions from the moment they take the chequered flag and throughout their route to the designated Parc Ferme area.
- 2.4.9 Vehicles may be weighed or checked for eligibility at any time at the discretion of the designated Eligibility Scrutineer.

2.5 RACES

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





2.6 STARTS

- 2.6.1 No Professional driver may start the race. In a AM / AM team either driver may start the race (a Professional driver is described in 1.3.7)
- 2.6.2 Once the pit lane is opened, all cars will proceed to the grid. 3 minutes after the pit lane opens the pit lane will close, any car still in the pit lane after this time, will be a pit lane starter (the car will not join the green flag lap). The green flag lap will commence 7 minutes after the pit lane opens, any car not in its grid position at this time will remain at the rear of the grid or be a pit lane starter. Teams are allowed one team member per car on the grid, only to help/assist them to be in the correct grid position
- 2.6.3 All races will be Rolling Starts and the minimum countdown procedure/audible warnings sequence shall be:-
- 1 min to start of pace lap - start engines/clear grid.
 - 30 secs - visible and audible warning for start of pace lap.
 - Starts will use a two by two grid and a Rolling Start.
- 2.6.4 Any vehicles removed from the grid after the 1 min signal or driven into pits on pace lap shall be held in the pit lane and may start the race after the last vehicle to take the start from the grid has passed the start line or pit lane exit, whichever is the later.
- 2.6.5 Any 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 Championship Organisers reserve the right to employ an alternative starting procedure.





2.7 RACE STOP / RED FLAG

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

2.8 GENERAL PITS & PITS LANE SAFETY

- 2.8.1 Each car will be allocated a dedicated space on the pit apron and any work carried out on the car, including the mandatory pitstop, may only be carried out in this dedicated space or in the team's pit garage or awning.
- 2.8.2 Cars must be parked at approximately 45 degrees to the prescribed direction of travel in the pit lane with the nose towards the garage side of the pit lane. Cars may only be worked on in the apron area of the pit lane and not the slow lane or the fast lane. Cars must be safely pushed back (NOT reversed under their own power) into the slow lane without impeding any other car and before being released by the car controller (see 2.8.11 and 2.8.13) into the fast lane of the pit lane. Cars may only use the slow lane of the pitlane to enter or exit their pit box. Cars using the slow lane to traverse an unreasonable proportion of the length of the pitlane will be subject to penalty.
- 2.8.3 Penalties up to and inclusive of Disqualification from the meeting, attracting mandatory points on entrant and/or competitor's licence and financial fines will be imposed for transgressing the regulations, the severity of the penalty is at the discretion of the Clerk of the Course.





- 2.8.4 Only team personal wearing the British Endurance Championship supplied identification are allowed in the Pit lane or on the pit wall during any session.
- 2.8.5 Permitted vehicles allowed in the main paddock area include race vehicles, race transporters and hospitality vehicles.
- 2.8.6 Entrants must ensure that the Motorsport UK General Regulations and Circuit Management and Organising Club Safety and Supplementary Regulations including Final Instructions and all and any Published amendments are complied with at all times.
- 2.8.7 The outer lane or lanes of the pit lane are to be kept unobstructed to allow safe passage of vehicles at all times.
- 2.8.8 Pit lane speed limit will be 40 kph unless otherwise indicated in the relevant Final Instruction or Drivers Briefing.
- 2.8.9 Pit signalling on the pit wall is limited to a maximum of three team personnel. The pit wall is the only place where signalling to drivers is permitted. (Please note Championship Regulation Art. 1.4.7). Any team with more than three people on the pit wall may be liable to a fine of at least £250.
- 2.8.10 Harnesses cannot be removed by a driver until the vehicle has come to a full stop in the pit lane and vehicles may not move off until the driver has fully secured their harnesses.
- 2.8.11 Team members 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 2.8.11 and 2.8.13) who may stand in the designated pit area a maximum of 1 lap before the car enters the pitlane. 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.
- 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. Up to 2 arm bands 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 pitwall and can only be used to work on the car in the pitlane.
- Yellow x 2 – For pitwall timing purposes. Gives access to the pitlane apron and the pitwall, 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 pitwall (see 2.8.13 for restrictions).





2.8.13 Arm bands not worn on the arm or personnel in the pitlane or on the pitwall without an armband (including drivers) will incur a penalty for the competing car at the discretion of the Clerk of the Course (See 2.8.1 above)

2.8.14 The Car Controller (White Arm Band) is solely responsible for 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 cleaning the windshield, checking tyre pressures and pushing the car back from the designated pit apron into the slow lane.

2.8.15 Only 4 team members may work on the car during the pitstop at any time. This number does not include the driver getting in or out of the car or the other driver / drivers assistant helping a driver get in or out of the car. The other driver / driver's assistant may ONLY assist the entering/exiting driver to enter/exit the car and must not carry out any other function. All team personnel in the pitlane during a stop will be deemed to be working on the car.

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 Standard Pit Stops

	Standard Pit Stop time	Number of Pit Stops
Races UPTO 120 mins	120 Seconds	2 STOPS
Races OVER 120 mins	120 Seconds	3 STOPS

2.9.3 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.





- 2.9.4 Classes maybe split and new Standard Pit Stop times issued at the Championship Organiser's discretion and pursuant to Championship Regulation Art.1.2.3.2.
- 2.9.5 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 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.
- 2.9.6 There will be a Pit Window for races up to and including a scheduled duration of 120 minutes and a another one for 180 minute races
- 2.9.7 Each 120 minute race or under there will have a 80 minute pit window to make two mandatory pit stops, which will include any necessary refuelling, during this pit window. The pit window will open 20 minutes after the race start and close 100 minutes after the race start. Time will be taken from the pit entry and pit exit timing line.
- 2.9.8 Each 180 minute race or under there will have a 140 minute pit window to make three mandatory pit stops, which will include any necessary refuelling, during this pit window. The pit window will open 20 minutes after the race start and close 160 minutes after the race start. Time will be taken from the pit entry and pit exit timing line.
- 2.9.9 In a multi driver team, no one driver may do more than 60% of the race length
- 2.9.10 For the avoidance of doubt the race start time or the pit exit timing loop will identify the start of respective stints and chequered flag time or pit entry loop time will signify the end of a respective driving stint.
- 2.9.11 Additional Stops**
- 2.9.11.1 Any additional stops will have a minimum time equivalent to the mandatory pitstop time whether it is for refuelling, mechanical issues or drivers changes.
- 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 The pit stop in-loop to out-loop times will be issued in the Event Information Bulletin and available at Drivers Briefing or via the Team Managers WhatsApp Group.
- 2.9.14 Judges of fact will be monitoring pit stops and reporting any infringements to the Clerk of The Course.





- 2.9.15 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.
- 2.9.16 Should the official classification be delayed such that it is not published 60 minutes prior to the time of opening of the assembly area or Pit Lane (whichever is relevant) for the following Race the most up to date provisional classification (that including any confirmed judicial action in respect of any Sporting or Technical issue) will be used to allocate Grid Positions.
- 2.9.17 No protest or appeal will be accepted as to the possible effects of the use of the provisional classification.

2.10 FUEL STORAGE

- 2.10.1 Refuelling must be carried out in accordance with current Motorsport UK General Regulations for Circuit Racing Q12.25 (Pit and Paddock Regulations) and Art.5.18 of these technical regulations AND Circuit Management Regulations and the Supplementary Regulations and Final Instructions issued for each circuit/round.
- 2.10.2 No more than 3 sealed churns of fuel (3 x 25ltr) plus one spare 210ltr barrel per vehicle (sealed, containing no more than 200ltrs of fuel) may be stored in the pit garage at any one time.
- 2.10.3 A single 210ltr barrel in use for refilling the churns may be situated outside the garage per vehicle in the pit lane beside the door and It must be sealed when not in use.
- 2.10.4 A single empty, sealed 210ltr barrel may be stored outside the rear of the garage, beside the garage door.
- 2.10.5 The maximum size of fuel storage containers to be used by teams is 210ltrs per container containing no more than 200ltrs of fuel.
- 2.10.6 Pumps fitted to drain the fuel from the containers must be of a metal construction and approved for use with corrosive liquids.
- 2.10.7 The pit lane, garages, and fire lane are no smoking zones and everyone must adhere to circuits rules.





2.11 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 an MSUK Event Scrutineer must be advised that this refuelling will be taking place. The garage door, pit lane side, must be closed and the door at the rear must be open.
- 2.11.3 During refuelling the vehicle must have its engine switched off and must be on its wheels and not on jacks.
- 2.11.4 Exhaust pipes and/or hot brake material in the proximity of the refuelling or venting connectors must be covered with flame-resistant material.
- 2.11.5 In all lanes in the Pit Lane, where a vehicles may roll from its stopped position, a suitable wheel chock is required.
- 2.11.6 During any refuelling operation in the pit lane, the designated Refueller and Fire Extinguisher Operator must be dressed in approved flameproof overalls, gloves, and balaclava to the specification in Motorsport UK Blue Book regulation Q 12.25.2 and K 9
- 2.11.7 No other work may be carried out whilst refuelling is taking place. The driver may only get back in the vehicle when refuelling has finished.
- 2.11.8 No refuelling may take place during any official qualification session. Cars must be fuelled sufficiently before the session and may not refuel until all cars are released from Parc Ferme conditions after the session

2.12 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-





2.12.3 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.

2.12.4 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 they pass the chequered flag to conclude a session until they are released from Parc Ferme by the Championship Eligibility Scrutineer. Admission to the Parc Ferme area is only allowed for the competing vehicle, its driver(s) and officials. No other person may enter the area unless invited to do so by the Championship Eligibility Scrutineer.

2.14.4 After all sessions, the garages are designated Parc Ferme area until cars are released by Championship Eligibility Scrutineer.





2.14.5 Until cars are released from Parc Ferme, the following applies:

- No work on the car may take place of any kind
- No computers or similar devices may be connected to view or extract data with the exception of Championship Appointed Data Engineers collecting and reviewing eligibility data.
- No team personnel, except the driver(s), may enter the area, for vehicles in garages this includes a one metre area around the vehicle.
- The Championship Eligibility Scrutineer may request a team contravene one or all of the above Parc Ferme Restrictions to enable checking of technical compliancy. Any team requested to contravene one or more of the above regulations may only do it under the direct observation of the Championship Eligibility Scrutineer or his assistants.

2.14.6 Failure to take a vehicle to the Parc Ferme area, breaches of the Parc Ferme conditions or non- authorised persons being found within the area may result in penalties being applied including disqualification.

2.15 RESULTS

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

2.15.2 Competitors are reminded of Motorsport UK General Regulation W.2.1.8.

2.16 TIMING MODULES, RADIO & CAMERAS

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

- AMB 260 Transponder
 - AMB Pro Transponder
 - AMB Driver ID Transponder
- Or any other transponder approved by TSL Timing.

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





2.16.3 Competitors or teams must not place any electronic timing equipment within 10m of the official timing line (Control Line) or any other official timing line at any event or test session. Any such equipment placed within these areas will be removed.
Q11.3 (v)

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

2.16.5 It is mandatory that all teams run "In Car Cameras" - See Championship Regulation Art.5.23

2.16.6 At the end of each session, each team must save the on-board camera footage on the SD card, then remove the card and deposit it into the designated box held by 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 will be reported to the Clerk of the Course and may be subject to a financial or sporting penalty up to disqualification. These cards must clearly marked with the car number.

2.16.7 All video footage must show car numbers clearly on screen.

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

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

2.17 SAFETY CAR

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

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

2.18 JUDICIAL PROCEDURE

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

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





3 DRIVING STANDARDS & COMPETITOR / TEAM MEMBER BEHAVIOUR

- 3.1 Everyone involved in the Championship is responsible for conducting themselves in such a way as to uphold and safeguard the good name of the Championship. 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.
- 3.2 Driving Standards - During each track session Driving Standards will be reviewed and reported to the Clerk of the Course who will take appropriate action as necessary.
- 3.3 Competitors who bring the Championship, the Championship Organisers, or any sponsors of the Championship into disrepute through either on or off-track behaviour – including verbal or written statements (for example Social Media), may be refused entry to the following or any number of subsequent events at the Championship Stewards discretion.
- 3.4 If deemed serious the Championship Stewards may deduct Championship Points or even exclude the team and/or driver from the Championship until further notice.
- 3.5 No abusive language or actions will be tolerated towards any Championship Organisers' employee, Volunteer, Contractor or Guest in any form. All incidents of this nature will be reported to the clerk of the course.
- 3.6 The Championship requires conformity with Motorsport UK General Regulation A.10 (all parts) at all times.
- 3.7 The Championship Organisers reserve the right to decline an entry on receipt of a complaint.





4 SPECIFIC CHAMPIONSHIP PENALTIES

4.1.1 Penalties issued will be in accordance with Section C of the current Motorsport UK Yearbook

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

- Minimum Penalty: Motorsport UK General Regulations Section C.3.3 (a) and (b)

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

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

4.1.4 For infringements deemed to be of a more serious nature the Clerk of the Course and/or Stewards of the meeting will invoke current Motorsport UK General Regulations C.3.5.1 (c).

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

PROVISIONAL





4.2 INFRINGEMENTS & PENALTIES

INFRINGEMENTS	DURING QUALIFYING	DURING RACE
A - Excess speed in pit lane	Black Flag	Race time 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	Black Flag	Drive Through penalty
F - Refuelling during Safety Car Period per visit to the Pits	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.	n/a	Drive Through Penalty
H - Not stopping for the correct amount of time for any pit stop	n/a	Stop and Go for 1 second every 1 second under the allotted pit stop.
I - Not stopping for the mandatory pit stop during pit window	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	Up to Disqualification	Up to Disqualification
L – Failure to provide video footage after a session	Up to Disqualification	Up to Disqualification
M – Infringement of Parc Ferme regulations 2.14	Disqualification	Disqualification
N – Driving in the slow lane of the pitlane (not including crossing or accelerating from your allocated pit area)	Disqualification	Drive Through Penalty
O- 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 or by their vehicle homologation documents.

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

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

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

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

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

5.2.7 It is the competitor's responsibility to provide the promoters, on request, with recently measured (less than 6 months old) Power and Torque figures by means of a dyno graph or in the case of manufacturer built homologated cars with dyno-defeat systems installed, a manufacturer supplied power and torque graph or figure from official manufacturer documentation





- 5.2.8 Each competitor will submit the information about their vehicle by closing date before their first race weekend via the championships BEPI (Britcar Endurance Performance Indicator) registration system available on line (contact claire@britcar-endurance.com for login details) – once submitted and the Technical Declaration signed.
- 5.2.9 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 Licenced 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.
- 5.2.10 Britcar Endurance reserves the right to add ballast, pit stop times and mandate intake restrictors 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 championship 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 G55. Decisions on the eligibility of a car model is to be determined by Britcar and their decision is final. Cars that do not meet these criteria, or do not fit into the BEPI classification limits may be accepted as an Invitation entry.

To discuss the opportunity for an invitation entry please contact Claire Hedley. Entry must be submitted to the Championship organisation via the Britcar Endurance Performance Indicator (BEPI). The data provided will form the Technical Passport for your car for the Championship and will be used for Classification and Scrutineering.

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

5.5 EXAMINATION OF VEHICLES

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

The Championship Organisers reserves the right before or after any race in the championship to designate any one or more of the competing vehicles for special eligibility scrutineering. Upon such election being made the competitor shall immediately place the vehicle under the control of the Licenced 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 Licenced Eligibility Scrutineer in conjunction with the Organisers. If the Organiser selects to retain the vehicle they shall make it available for collection by the competitor at least seven days prior to the qualification session for the next race in the championship unless the vehicle is found to be in breach of these regulations and/or





c) Seal the vehicle and its components in such a manner as they may choose and require the competitor at their own expense to present the vehicle at any other premises chosen by the Licenced Eligibility Scrutineer for detailed examination within a specified period and/or remove the vehicle by transporter at no expense to the competitor to an appointed location. The competitor will be advised in writing of the time, date and location of the subsequent testing or eligibility examination.

d) The Organisers will use a variety of possible options to check the BHP & Torque declared is correct at their discretion. These will include data / power logging devices, an associated sensor which the competitor will be expected to provide an uninterrupted power supply to and a suitable mounting point by agreement with the championship eligibility scrutineer or by testing the car on a designated fixed or mobile rolling road test equipment.

e) The championship will use Race Technology data loggers in all classes, with the exception of Class E, to determine power and torque measurements whilst the vehicle is competing in any official session. Competitors must provide access to the CAN bus to connect the logger. In the event of their being no CAN bus in the vehicle the competitor must provide access to the RPM output of the engine. Please contact Technical Manager David Hornsey (david@britcar-endurance.com) for specifications of can bus connector or rpm feed.

Class E will use WSC certified TCR loggers developed by AIM to ensure compliancy with WSC/TCR issued BoP.

f) Competitors are required to provide a coefficient of drag (CdA) number for their car. This number will be used to calculate power based on data from the Race Technology data logger. If you do not know the CdA value for your car this may be obtained from the vehicle manufacturer, a coast down test or 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 Race Technology Dataloggers are available to rent or purchase from Britcar Endurance Limited. Please contact david@britcar-endurance.com to order your logger.

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

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





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

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

5.6 EQUALISATION

5.6.1 The Championship organisers will endeavour to balance car performance in the classification performance of vehicles. If the car is found to be ineligible or unsuitable for its class the championship organisers have the right to reclassify accordingly. If a car moves class then points already received will NOT be allowed to be taken to the new class.

5.6.2 If a vehicle is found to be ineligible in some way then no points will be awarded but the Competitor must count the round as one of their points scoring rounds for the Championship.

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

5.7 CHASSIS

5.7.1 The original chassis is defined as the original road chassis, the originally supplied single make championship specification chassis or original FIA Homologated chassis, which ever applies to the relevant vehicle in question. *(See Motorsport UK General Regulation J5.2.1)*

5.8 BODYWORK & AERODYNAMICS

5.8.1 Modifications Permitted.





5.8.2 GENERAL

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

5.8.3 INTERNAL

5.8.3.1 Seats: General Regulation J 5.3 and K 2 applies. In addition, it is mandatory to use a current FIA homologated seat with head restraint.

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

5.8.3.3 It is permitted to remove the soundproofing material from all the doors. The door at the driver's side must be equipped with door trim. This trim may be original or be made of a metal sheet with a minimum thickness of 0.5mm or of another non flammable material with a minimum thickness of 2mm. In the case of a two-door vehicle, the trim situated beneath the rear side windows is also subject to the above rule.

5.8.3.4 It is permitted to remove the interior trim from the door in order to install a side Protection panel, which is made from composite materials (lateral protection integrated in the side protection bar).

5.8.3.5 An alternative heating system other than provided by the vehicle manufacturer, and mentioned in his catalogue as supplied on demand, may replace the original heating equipment. It is permitted to blank off the water supply of the internal heating device, in order to prevent water spillage during an accident, providing an electric demist system or similar is available.

5.8.3.6 Air-conditioning may be added or removed. Driver cooling suits may be used with approval of the Eligibility scrutineer.

5.8.3.7 The steering wheel is free subject to compliance with current Motorsport UK General Regulations J. 5.7

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





5.8.4 EXTERIOR

5.8.4.1 Aerodynamics devices may be fitted front and/or rear but may not extend forward or rearward from the original bodywork by more than 100mm beyond the original 'bumper'. Aerodynamic devices fitted as original equipment by the manufacturer will be regarded as part of the original bodywork when calculating the BEPI. The mounting apparatus of such a device is deemed to be part of the aerodynamic device, for example, wing mounting struts which connect the aerofoil to the original bodywork of the car.

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

5.8.5 AERODYNAMICS

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

5.8.5.2 With the exception of cars entered to compete and presented in conformity with the relevant FIA Homologation for the vehicle type (including all and any FIA permitted Extensions and / or Variations of Homologation), no (rear) aerodynamic device may be higher than a horizontal line drawn from the top of the main roof of the cab or roll hoop in the case of open top cars as per MSA 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 All vehicles must have a minimum ride height of 40mm throughout with the driver in the car as per Motorsport UK General Regulation Q.19.1.2. The organisers / 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 individual makes, models or classes may be adjusted at any time via bulletins issued.





5.10 ENGINE

5.10.1 The engine orientation and location is free.

5.10.2 Induction system is free.

5.10.2.1 The manufacturer of the supercharger or turbocharger is free.

5.10.3 Intake manifold is free

5.10.4 Exhaust manifold is free.

5.10.5 Ignition System – Free

5.10.6 Engines and vehicle management systems are free but competitors must declare systems type and permit championship officials to access hardware and software on request.

5.11 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 (specification FT3). In this case, the number of cells are free and the cell must be placed inside the luggage compartment or in the original location. The construction of collector tanks with a capacity of less than 1 litre is free.

5.11.2 General regulations J 5.13 applies

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

5.12 TRANSMISSION

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

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





5.13 SUSPENSION - free.

5.14 WHEELS/STEERING

5.14.1 General Regulation 5.2.6 applies

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

5.15 TYRES

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

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

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

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

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

5.16 WEIGHT

5.16.1 The minimum weight of the vehicle only will be determined by the cars declared BEPI form, or to comply with 5.16.2 or for cars in Classes A, D and E by the latest BoP bulletin. The weight for all classes with the exception of class E is the vehicle weight without the driver on board and will be measured as soon as possible after crossing the finishing line. The weight for Class E is the weight including the lightest of the drivers taking part in that entry. The scrutineer may request all drivers be weighed for any particular Class E car after any session to determine the lightest driver. 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.

5.17 ELECTRICAL

5.17.1 Lighting -

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

5.17.1.2 Competition Numbers :-- All competition numbers MUST be lit 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. 19.11.3.

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 permitted. 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 are our recommended supplier. Order 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 eligibility scrutineers. Motorsport UK General Regulation J. 5.21 applies.

5.23.2 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.

5.23.3 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."

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

5.23.5 The use of this camera footage should not be used on Social Media to bring the Championship into disrepute or to engage a personal vendetta.

5.23.6 See 2.16 for further regulations on Cameras and timing devices.





6 CHAMPIONSHIP INSIGNIA & VEHICLE DECALS

- 6.1.1 Presentation of all vehicles must be of a high standard. The acceptable standard is at the sole discretion of the Championship Organiser and/or Promoter.
- 6.1.2 The Entrant is responsible for acquiring the correct decals and badges and ensuring the correct placement.
- 6.1.3 The Championship Organisers reserve the right to add or delete Championship sponsors at any time; relevant new decals and/or overall badges will be supplied for no additional charge when this occurs. All championship decals are mandatory and must be placed as per layout sheets accompanying the decal packs issued by the 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 Championship Organisers require the following areas to be provided on every car (refer to location map below):
- Front and rear number plates.
 - Windscreen sun strip which may change at each race meeting.
 - Two competition number panels for the sides of the vehicle and one on the bonnet as per Motorsport UK General Regulation J 4.1
 - Windscreen corner class identifiers.
 - Rear Side Windows for car numbers as per Motorsport UK General Regulation Q11.5 - Q11.5.2
 - Below both Headlights and both front and rear wheel arches.
 - Dashboard area visible to onboard camera to display car number and championship sponsors decal (size and layout tbc)





See 2022 Britcar Location map below:-



2022 Decal Layout



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

6.2 RACE SUIT BADGES & RACE SUPPORT VEHICLES

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





- 6.2.2 Championship badges must be clearly visible when interviewed by TV, Circuit Commentators and during any public pit walk/autograph or appearance session, and, when interviewed, request their overalls zipped up to display championship logos.
- 6.2.3 The Championship requires all competing teams to remove or obscure any other championship decals on both cars and drivers' overalls unless prior written permission has been given.

Race Overall Badge Placement



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





6.2.5 It is requested that all teams have the Championship logo and website on their main support vehicles. This will be available in 2 sizes:

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

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

6.3 INTELLECTUAL, COMMERCIAL, PROMOTIONAL, MERCHANDISING AND SPONSORSHIP RIGHTS

6.3.1 Britcar Endurance Limited have all ownership rights to the name Britcar, British Endurance Championship, the Britcar Endurance Performance Indicator (BECPI).

6.3.2 It is a condition precedent of entry to the Championship that the Entrant and all driver competitors grant to the Championship 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 adjusts to colour and size must be approved by the Championship Organisers

6.3.4 All entrants and competitors agree to only post or publish any moving images from a Championship race weekend with the prior written approval of the Championship Organisers. This includes live streaming or pre-recorded in car footage.

6.4 FINANCIAL RESPONSIBILITY: RACE ENTRY AND REFUND POLICY

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

6.4.2 Payments must be made by BACS Payments. For details contact Claire Hedley on 01428 288008 or by email at Claire@britcar-endurance.com .

6.4.3 There are no refunds on deposits paid for individual rounds or events.





- 6.4.4 No refunds or transfer of monies will apply if a circuit or the event organisers do not refund Britcar Endurance Limited.
- 6.4.5 Any team withdrawing a minimum of 7 calendar days prior to the start (first day) of an event will receive a full refund less their deposit. After this time, refunds will be provided at the sole discretion of the Championship Organiser, but no refunds will be given once an event has started.

6.5 RADIO COMMUNICATION

- 6.5.1 A Pits to driver radio system is mandatory.
- 6.5.2 The competitor must hold the relevant transmitting licence and ensure that the frequency does not interfere with the circuit or emergency services radio transmissions.
- 6.5.3 Vehicle to pits telemetry systems are permitted provided the competitor holds the relevant transmitting licence and the frequency does not interfere with the circuits or emergency services radio transmissions.

6.6 TELEVISION

- 6.6.1 The Championship promoter, Britcar Endurance, retain exclusive broadcasting , recording, cable, satellite, video, games, digital and internet rights to all footage.
- 6.6.2 All on board camera's must be approved by the Eligibility Scrutineer prior to that car going on track. If asked by a Scrutineer to remove and relocate the camera this must be done with immediate effect.
- 6.6.3 The Championship Organisers will supply teams with in car dash decals to be displayed.
- 6.6.4 It's the responsibility of the drivers to display the Championship Cloth badges on the race suits whilst being interviewed on Television.
- 6.6.5 Any team bad mouthing another competitor / team or official whilst on TV will be asked to see the Clerk of the Course and the Championship Co-ordinator.
- 6.6.6 Its is the responsibility of the teams to make sure all Championship decals that have been supplied on the cars and displayed in the locations requested.





6.7 PADDOCK ARRANGEMENTS

- 6.7.1 Teams are asked to follow instructions from the Championship Organisers and Circuit Officials regarding the parking arrangements and locations for Trucks, Support Vehicles and Private Cars. Certain events will have strict limitations on the number and size of support vehicles, awnings and transporters and the setup and breakdown of the paddock and garage area will be strictly controlled including arrival and departure times.
- 6.7.2 Teams not adhering to these controls will be fined by the circuit, event promotor or race organising body and the fines imposed by the circuit, promotor or organising body will be borne by the competing team directly and not to the Championship Organisers.
- 6.7.3 Teams testing the day before the event will be asked to move all private vehicles and Motorhomes (unless permission given by the Britcar Office) away from the back of the garages for all teams arriving for the next day's race meeting.
- 6.7.4 All teams will be provided with Working Vehicle and Private Car Passes (where applicable). Any vehicle not displaying one of these will be asked to move. When the transportation vehicle is in place a team's Motorhome is NOT considered to be the Working Vehicle.
- 6.7.5 If they refuse then the circuit can have it removed and the organisers can have points deducted from the team's championship entry.

7 CONTACTS

7.1 Britcar Endurance Limited

Claire Hedley
Managing Director
PO Box 140, Liphook
Hampshire, GU30 9BU

Tel:- 01428 288008 Mobile 07534 365894

Email: claire@britcar-endurance.com

Finance Dept: - accounts@britcar-endurance.com

7.1.2 BARC

David Wheadon
BARC, Thruxton Circuit
Andover, Hampshire, SP11 8PN

Tel : - 01264 882209

Email:- dwheadon@barc.net





7.1.3 Eligibility Scrutineer John Harland C/O BARC, Thruxton Circuit, SP11 8PN

7.1.4 Technical Co-ordinator David Hornsey
C/O Britcar Endurance Ltd
Po Box 140, Liphook, Hampshire, GU30 9BU

Tel :- 01428 288008

Email : david@britcar-endurance.com

7.1.5 RACE CIRCUITS

Brands Hatch Fawkham Longfield
Kent, DA3 8NG Tel : 01474 872331

Donington Park Castle Donington
Derby, DE74 2RP Tel : 01332 810048

Oulton Park Little Budworth, Tarporley
Cheshire, CW6 9BW [Tel:- 01829 760301](tel:01829760301)

Silverstone Northants, NN12 8TN [Tel:- 08704 588200](tel:08704588200)

Snetterton Circuit Norwich, Norfolk, NR16 2LU [Tel:- 01953 887303](tel:01953887303)

7.1.6 TYRE SUPPLIER

H. P. Tyres Ltd
Units 5 & 6, Broad March Trade Park,
Long March Ind Est,
Daventry, NN11 4HE,

Telephone: +44 (0)1327 301887

Email: office@hptyres.com

7.1.7 FUEL SUPPLY

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

Telephone + 44 (1) 1929 555973

Email: shaun@aaoil.co.uk





7.2 COMMERCIAL UNDERTAKINGS

- 7.2.1 The following commercial undertakings are not subject to the judicial procedures of either the Championship Stewards and/or the Motorsport UK/MSK. 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 the Championship Organisers recommend that cancellation insurance is taken out by the Entrant/Competitor
- 7.2.4 Because of the commercial importance to the Championship as well to the Organisers it is a material condition precedent of submission of entry to and participation in the Championship that without the express prior written consent of the Championship Organisers no race car or official support or other entry-connected vehicle placed in any Championship working paddock and no driver or team personnel or entrant apparel including but not exclusively race and mechanic suits including wet weather clothing shall be presented for any of the competition or any championship associated activity howsoever relating to the Championship bearing or placing any display logo or banner howsoever that in any way identifies presents promotes or represents any product or business that directly competes with any championship sponsor as notified to competitors from time to time.

7.3 HEALTH AND SAFETY AND ENVIRONMENTAL

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

