



2017



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SPORTING & TECHNICAL REGULATIONS

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1.1 Title & Jurisdiction

The Dunlop Endurance Championship is organised by the British Automobile Racing Club (BARC) and both administered and promoted by Hedley Cowell Events Ltd T/a Britcar Endurance (hereon referred to as the Britcar) in accordance with the General Regulations of the Motor Sports Association (MSA) (incorporating the provisions of the International Sporting Code of the Fédération Internationale de l'Automobile (FIA)) and these Championship Regulations..

MSA Championship Permit number: CH2017/R107

Race Status: National B

MSA Championship Grade: Grade: C

1.2 Officials

1.2.1 Championship Co-ordinator: Claire Hedley

1.2.2 Championship Eligibility Scrutineer: John Harland

1.2.3 Championship Stewards: Dennis Carter, Bill Coombs, Dale Wells, Guy Woodward

1.2.3.1 Any three of the Championship Stewards may sit to make a decision. In accordance with (G) 2.7, Championship Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved Championship regulations. Under (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). Under (W) 2.2.1, the Championship Stewards can only adjudicate upon any disputes, irregularities or appeals arising from the approved Championship Regulations. 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 C.2.1, subject to the rights of appeal to the MSC 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.

1.2.3.2 A Championship Advisory Committee has been appointed by the Championship Organisers and the Directors of Hedley Cowell Events Ltd to consider and advise on Championship & Technical matters where additional council would be beneficial.

1.2.4 Permanent Clerk of the Course N/A

1.3 Competitor Eligibility

1.3.1 Entrants must be registered for the Championship and be in possession of a valid 2017 MSA Entrants Licence.

1.3.2 Dunlop Endurance Championship Drivers and Entrant/Drivers must be registered for the Championship and be in possession of a valid 2017 MSA Competition (Racing) :-

Please note that although the minimum licence status may be approved at National 'B' the MSA have put in a new requirement (Q)9.1.2. from 1st January 2017.

Q9.1.2. 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 'A' licence, as a minimum.

1.3.2.1 A Professional driver must be in possession of a valid Licence (featuring an E.U. flag) and medical, issued by the ASN of a member country of the European Union, or comparable country, current MSA Yearbook, (H) 26.2.1 applies).

1.3.2.2 All drivers must be a fully paid member of Britcar.

- 1.3.2.3 If participation in the Championship requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.
- 1.3.2.4 Each competitor must make sure their vehicle has a valid BEPI submission ~~Technical Passport~~ before their first race in the championship. Competing vehicles will not be eligible for any championship points until this has been submitted and signed by a team member ~~form is completed~~.
- 1.3.3 Entry into Dunlop Endurance Championship requires 2 or more drivers for races over 2 hours duration, for 2 hours or less entry may be a single driver.
- 1.3.4 No Professional drivers may drive on his or her own and no vehicle can be “fully” driven by professional drivers.
- 1.3.5 A “Professional” driver is one who earned money in the last year as a racing driver. The appointed Championship Advisory Committee will resolve any decisions regarding a driver being a ‘Professional’ or not. The Championship Coordinator’s decision will be final.
- 1.3.5.1 Drivers aged 60 or over at the start of the 2017 season may be exempt from the criteria set out in 1.3.5 at the Championship Co-ordinators discretion.
- 1.3.6 It is mandatory that all competitors wear a HANS Device
- 1.4 Championship Registration**
- 1.4.1 All Entrants must register their vehicle details via the Britcar Endurance Performance Indicator (BEPI) which will then produce the Vehicle Declaration. To obtain access to this all teams must request a login which is available from rob@britcar-endurance.com. Until this is completed and received by the promoters the Championship registration is not considered complete.
- 1.4.1.2 Any Porsche Carrera Cup cars registering there is an addition to the 2017 regulations – please see 5.6.3
- 1.4.2 A Competitor Entry Form must be submitted either by email or by post 7 days prior to their first race weekend with Britcar Endurance. Entry forms available on the website or by contacting claire@britcar-endurance.com.
- 1.4.3 The registration fee for the Dunlop Endurance Championship 2017 is £ 300 + VAT per entry per season. All payment details are available in 6.4.
All Registration Payments are Non Refundable.
- 1.4.4 Deposits will be required against all rounds in which entrants would like to reserve a place on the grid. This will be on a first come first served basis. £250 +VAT per round deposit required for all Championships. All payment details are available in 6.4. First 10 teams who pay deposits will get the choice of garages on a first come first served basis.
All deposits are Non Refundable.
- 1.4.5 Registrations & deposits will be accepted from 1st December 2016 until the closing date for each round. Any money paid is non-transferable between events, vehicles and/or teams. All balances of entries must be made 14 days before the race they have entered.
- 1.4.6 Permanent Competition Vehicle Numbers will be issued competition numbers by the Championship Organisers 2 - 999 on a first come first serve basis. All decals will be supplied 7 days prior to the first race weekend or issued as soon as possible before their first round if later on in the season. Competitors are responsible for ensuring the appropriate race numbers and correct decals are placed where required by Championship.
- 1.4.6.1 Championship decals layout plan is 6.1.7.1 & 6.1.7.2
- 1.4.6.2 Numbers over 99 will be allowed with permission from the Championship Organiser.

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- 1.4.7 All teams registered will receive one full set of decals for their vehicle and 8 5 team pit crew identification bands. Any replacements required will be available by contacting the Britcar Office. There will be a cost plus postage for this replacement . £ 25 plus VAT for the decals and £ 15 plus VAT for the 8 identification bands.
- 1.4.8 Britcar Endurance Club Membership – To become a member each driver must pay an annual Britcar Endurance Membership fee of £100.00+VAT for the season (All payment details are available on 6.4). Once paid, the driver will be issued a membership card which must be produced at ‘signing on’ for each meeting and whilst attending the drivers briefing. Each driver will be photographed so that a photograph may be placed on the membership card. Each driver will also receive a ‘Championship Logo’ & ‘Dunlop’ Overall badge. The Member will receive regular updates and offers that will be exclusively available to ‘Members Only’ :- to find out more please contact ; - Membership@britcar-endurance.com
- 1.4.9 Outstanding Championship balance monies must be in the Britcar Endurance account and cleared by 5pm on the Friday, 2 weeks prior to the respective race weekend. Balance monies are non-refundable and non-transferable. Any teams not paying on time risk losing Championship Points or a £ 100 plus VAT Late Payment fine – at the Championship Co-ordinators discretion.

1.5 Championship Rounds & Categories

1.5.1 The 2017 Dunlop Endurance Championship :-

<u>Date</u>	<u>Location</u>	<u>Club</u>	<u>Endurance</u>	<u>Sprint</u>
9 th April	Silverstone (International)	BRSCC	1x50 & 1x120	2x50 mins
6 th May	Snetterton ‘300’	BARC	1x50 & 1x120	2x50 mins
24 th June	Silverstone (Grand Prix)	BARC	1x50 & 1x120	2x50 mins
29 th July	Brands Hatch (Indy)	BARC	1x50 & 1x120	2x50 mins
2 nd September	Donington (National)	BARC	1x50 & 1x120	2x50 mins
21 st October	Oulton Park (International)	BARC	1x50 & 1x120	2x50 mins

Night Races:-

4 th & 5 th November (NR)	Silverstone (International)	HSCC	1x120 mins	1x50 mins
18 th & 19 th November (NR)	Brands Hatch (Indy)	MSVR	1x50 & 1x120	2x50 mins

- 1.5.1.1 The Dunlop Endurance Championship features the “Endurance” & “Sprint” sub categories – 8 Rounds with 15 Races in both categories. The totals from ALL point scoring rounds in the 2017 Season will count towards the Championship points.
- 1.5.2 The two categories will run on the circuit at the same time. The first 50 min race will be for both categories and the result of the first race will be the grid second race. For the second race both categories will start at the same time the “Sprint category” competitors will be shown a chequered board from the start line signalling the end of their race and the Endurance will continue for the full 120 mins. The Sprint competitors must continue on the lap they are on and return to the pits when safe to do so.
- 1.5.3 There will be a Champion declared for each category - The Dunlop Endurance Champion and a The Dunlop Sprint Champion
- 1.5.4 If an event gets cancelled due to unforeseen circumstances beyond Britcar Endurance’s control (Force Majeure) then the Championship Organisers will endeavour to replace it with another meeting but if not the Championship points / rounds will be re-adjusted with the current MSA Yearbook D.11.1.
- 1.5.5 There are no testing restrictions

1.6 Classes

- 1.6.1 The cars will be classified via our BEPI system. For Login details for this system please contact Rob at Rob@britcar-endurance.com. The BEPI system and the class classification is explained in 5.2

1.6.2 Class will be identified by the use of different colour Championship Number Decals and a Class colour on the sunstrip.

- Class 1 Red
- Class 2 Green
- Class 3 Orange
- Class 4 Blue
- Class 5 Yellow

1.7 Points

1.7.1 Competing vehicles will not be eligible for championship points if they have not registered for the Championship or submitted a Technical Declaration before their first round.

1.7.2 Points will be awarded to those classified on the Final Results following the conclusion of all Judicial processes, provided that they have completed more than 10 laps.

1.7.3 Only 50% points will be awarded to vehicles that have only completed 10 laps to 50% of the race length of vehicles in their class.

1.7.3.1 51% and over will receive the full points listed in 1.6.8 in the order they came in class.

1.7.4 **Minimum Numbers - There must be a minimum of 3 registered at the beginning of the season in each class.**

1.7.4.1 **At an individual round there must be minimum of 2 to gain the following points :-**

- 1st 17 points
- 2nd 14 points
- 1.7.3 rule still applies

1.7.4.2 **If only 1 entry at an individual round they only receive 50% points. 1.7.3 rule still applies**

1.7.5 If a vehicle is found to be ineligible (by the championship Scrutineer or a appointed Scrutineer in his absence) 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.

1.7.6 If an entrant has to replace their vehicle and or their engine, they must notify the Licenced Eligibility Scrutineer. As long as the Promoter and the Licenced Eligibility Scrutineer gives their approval that the vehicle is also the same make, model, weight and horse power 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 Competitors Yearbook (D), 25.1.12 applies.

1.7.7 **If a competitor decides they want to move class no points will be transferred across classes.**

1.7.8 **The Championship Organisers, under consultation of the Championship Eligibility Scrutineer, can reclassify a vehicle and move it to a different class. The Class they have been moved from and to will have all the points adjusted at the point the vehicle should have been in the correct class.**

1.7.9 Ties shall be resolved using the formula as per current MSA Yearbook, Section (W), 1.3.4 Resolving Ties.

1.7.10 Championship Points Table:-

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

1.7.11 In addition 1 point will be issued to the driver setting the fastest lap in qualifying in each class and a further point to each driver setting the fastest lap in the race in each class.

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- 1.7.12 All entries must have paid a full seasons registration to gain championship points.
- 1.7.13 No team can register for the Championship to gain points at the last round of the Championship.
- 1.7.14 An “Invitation” entry will not gain any points all season BUT will receive trophies for 1st– 3rd overall and 1st – 3rd in class.
- 1.7.15 In the event of cancellation of a championship round outside of the control of the Promoters, 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. If the remaining number of rounds drops below that stipulated in 1.5, an accumulation of all the 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.
- 1.7.16 To clarify the teams running in the Endurance & Sprint Category in the first 50 mins race will gain points as per their finishing class position in each category.

1.8 Awards

- 1.8.1 All awards will be provided by the promoter and/or their partners and sponsors.
- 1.8.2 Per race:- The race and class winners will be presented trophies on the podium (where possible). If podium is not suitable then 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 it is **mandatory** to attend. **Non-attendance may result in a forfeit of awards of that meeting or a reduction of points.** Trophies can be posted to teams but the postal charge will be passed on to the team.
- 1.8.3 Trophies will be awarded for the first 50 mins race as follows:-
- A trophy to drivers placed 1st, 2nd and 3rd overall (2 trophies to be supplied)
 - A trophy for the drivers coming 1st, 2nd and 3rd in a class NOT in Sprint / Endurance Category just in class. (2 trophies to be supplied)
 - Sponsors cap
- 1.8.3.1 Trophies will be awarded for the second 50 mins and the 120 mins race (Combined race) as follows;
- Trophies to the Sprint Category (50 min race) drivers placed 1st, 2nd and 3rd overall (2 trophies to be supplied)
 - Trophies to the Sprint Category (50 min race) drivers placed 1st, 2nd and 3rd in class (2 trophies to be supplied)
 - Trophies to the Endurance Category (120 min race) drivers placed 1st, 2nd and 3rd overall (2 trophies to be supplied)
 - Trophies to the Endurance Category (120 min race) drivers placed 1st, 2nd and 3rd in class (2 trophies to be supplied)
 - Sponsors cap
- 1.8.3.2 Sunoco 'Driver of the Day' award – Decided by the Event Commentator
- 1.8.3.3 Britcar Driver of the Day award – Decided by the Britcar Media Team
- 1.8.3.4 Points for the 50 mins race will be awarded as per 2017 Regulation 1.7.16
- 1.8.4 Invitation entries will receive trophies.
- 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 Dunlop Endurance Championship awards will be issued at the awards presentation event at the end of the season. The date and venue is 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)
 - A bottle of champagne to 1st, 2nd and 3rd Driver Overall.
 - Trophies to 1st, 2nd and 3rd Drivers in each Class (maximum 2 trophies)
 - Trophy to Driver of the year – Dunlop Endurance Championship
 - Rookie of the Year – Decided over both Championships
 - The Cowell Cup – Services to Britcar Endurance
 - Media / Photographer of the Year – Britcar Endurance
- 1.8.8 Drivers are reminded that the End of Year Podium presentation is part of the Championship and it is requested that all teams attend. Trophies can be posted to teams but the postal charge will be passed on to the team. Any teams requiring additional trophies can request these from the Championship Co-ordinator and there will be a charge for these.
- 1.8.9 Title to all Awards
- 1.8.10 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 organisers in good condition within 7 days

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, as the promoter, Hedley Cowell Events Ltd T/a 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:

1.9.3 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

2 **Championship Event Meetings & Race Procedures**

2.1 **Race Entries**

- 2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date for entries which is 14 days before 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 can risk losing Championship Points or a £ 100 plus VAT Late Payment fine – at the Championship Co-ordinators discretion.
- 2.1.2 Withdrawal or alterations to an entry made after acceptance of any entry must be notified to the Organisers in writing. D25.1.12 applies. If the driver / vehicle changes are made after publication of Entry Lists then the competitor concerned must apply for approval of acceptances by the Stewards of the Meeting before Signing On
- 2.1.3 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.
- 2.1.4 There will be no refund of entry fees if a entrant withdraws after Wednesday at 12.00pm 3 days prior of the respective race meeting. Driver and team information should be with the Promoter in writing by the Friday of the previous week at 12.00pm so the information is available for the program. Late Final entries are accepted up to the Wednesday at 12.00pm of the race meeting, these entries will be subject to a late entry charge.
- 2.1.5 The organisers reserve the right to accept entries from teams with cars which do not fit into the classification at their discretion. These cars will need to be restricted by the Eligibility Scrutineer and will placed on the RESERVED list as the Championship eligible cars will get priority grid position. If there is space to race they will race under an INVITATION title. No points will be gained.
- 2.1.6 INVITATION ENTRIES – Teams wishing to participate just as a one off may do so as an INVITATION entry – they will receive an additional Pit Stop Success Penalty as explained in 2.9.7. They will NOT receive Championship Points but will receive trophies if they achieve class or overall top 3 success. Their entry fee will be £ 200 plus VAT more than the stated entry fee.

2.2 **Briefings**

- 2.2.1 The Organisers will notify competitors and managers of the times and locations of all Driver & Team Manager Briefings in the Final Instructions.
- 2.2.2 It is mandatory that all competitors and managers of the teams attend all briefings as per current MSA Yearbook Section (H), 33.1.3, which carries a fine of £175.
- 2.2.3 Should a competitor or manager be unable to attend they must notify the Clerk of the Course in writing beforehand. Failure to do so may result in a fine as per the current MSA Yearbook.

2.3 **Designation of the Circuit and Requirements**

- 2.3.1 The events will take place on the MSA 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 as per the respective MSA circuit license and will be subject to an additional:

2.4 **Qualification / Practice**

- 2.4.1 Each driver should 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 MSA Yearbook Section (Q), 4.5.

2.4.2 Three Driver teams

In a three driver team all three drivers must sign on for that entry with the relevant licence level for that class. Then they must all qualify the car in the qualifying session or at a time agreed with the Clerk of the Course.

~~2.4.2 The driver that sets the fastest time in each car must start the race.~~

2.4.3 The Clerk of the Course shall have the right to exclude any driver whose practice times or driving are considered to be unsatisfactory as per current MSA Yearbook, Section (Q), 4.5.

2.4.4 The minimum period of qualifying will be 1x30mins per round that feature purely day races and 1x30mins day and 1x30mins night for rounds that feature night races.

2.4.5 Should any qualifying session be disrupted, the Clerk of the Course shall not be obliged to resume the session or re-run sessions to achieve the championship criteria and the decision of the Clerk of the Course shall be final.

2.4.6 After each session vehicles must go directly to the designated Parc Fermé area.

2.4.7 Vehicles may be weighed at any time at the discretion of the Licenced 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 Drivers that must start the races are stated under 2.4.2

2.5.3 In a multi driver team - no driver may do more than 60% of a race.

2.5.3.1 In a Three Driver Team the team must inform the Secretary of the Meeting and the Clerk of the Course thirty minutes before their race which two drivers will compete in the first 50 mins race and before the second race which 2 drivers for the 50 mins race or will it be all 3 for the 120 mins race.

2.5.4 The two categories will run on the circuit at the same time. The weekends that have 2 races the first 50 min race will be for both categories and the result of the first race will be the grid second race. For the second race both categories will start at the same time the "Sprint category" competitors will be shown a chequered board from the start line signalling the end of their race and the Endurance will continue for the full 120 mins. The Sprint competitors must continue on the lap they are on and return to the pits when safe to do so.

2.6 Starts

2.6.1 The race start countdowns are to have a minimum elapsed period of 3mins from the time all vehicles are released to form up on the grid to the start of the green flag lap(s) in the formation as specified on the Track Licence for each circuit.

2.6.2 The starts 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.

2.6.3 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.

2.6.4 Any drivers unable to start the pace lap or start are required to indicate their situation as per current MSA Yearbook, Section (Q), 12.13.2 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.

2.6.5 The red lights will be switched on once the pace car has left the circuit and will be extinguished to signify the start of the race. In the event of any starting lights failure the starter will revert to use of the National Flag. Competitors must hold their grid position in a 2x2 formation until the start of the race signal is given. Once the pace car has left the circuit the pace must be maintained by the lead vehicle until the race starts.

2.6.6 The Organisers reserve the right to employ an alternative starting procedure.

2.7 Race Stops / Red Flag

2.7.1 As per the current MSA Yearbook.

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

2.7.3 All drivers must cease racing speed and slow to a safe and reasonable pace and continue around to and follow directions of the marshals/officials

2.7.4 All vehicles involved in contact incidents during races or practice must be re-presented to the Scrutineers before continuing in the race or qualifying.

2.8 General Pits & Pits Lane Safety

2.8.1 All vehicles parked in the pit lane must be parked parallel to the pit lane at all times; failure to do will end in a 'drive through' penalty in the race.

2.8.2 No personal road vehicles are allowed in the main paddock or pits area.

2.8.3 Permitted vehicles allowed in the main paddock area include race vehicles, race transporters and hospitality vehicles.

2.8.4 Entrants must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.

2.8.5 The outer lane or lanes of the pit lane are to be kept unobstructed to allow safe passage of vehicles at all times.

2.8.6 Pit lane speed limit will be 50kph (30mph) unless otherwise indicated in the relevant Final Instruction or Drivers Briefing.

2.8.7 Pit signalling on the pit wall is limited to three team personnel. The pit wall is the only place where signalling to drivers is permitted.

2.8.8 Harnesses cannot be removed until the vehicle has come to a full stop in the pit lane and may not move off until the driver has fully secured their harnesses.

2.8.9 Engines must not be run at any time if the vehicle is supported by jacks.

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

2.9 Pit Stops

2.9.1 All teams will have one mandatory pit stop 90 seconds This time will be as per the Official Timekeepers. Vehicles not completing this mandatory stop are subject to a penalty as detailed in 4.2, Infringement J.

2.9.2 The Pit Stop time is measured by the vehicle transponder activating the timing beams or loops in the track at the entrance and exit of the pit lane – 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 MSA Official Timekeepers.

2.9.3 At the first race of the season the Mandatory pit stop for all cars will be 90 seconds.

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- 2.9.4 For the Championship there will be different length races and therefore different no of mandatory pit stops:-
 120 min race 1 Mandatory Pit Stop
 121 min plus races 2 Mandatory Pit Stop
- 2.9.4.1 In a Multi driver team - no driver may do more than 60% of the race - see 2.5.3
- 2.9.5 Pit window:
- 2.9.5.1 There will be no pit window EXCEPT all teams must have done all their Mandatory Pit Stop(s) before 15 minutes before the end of the race.
- 2.9.6 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.
- 2.9.7 Success Pit Stop:
- 2.9.7.1 ~~There will be a success pit stop time added to vehicles at the next race throughout the season.~~ At the first round race championship registered vehicles attend they will have a 90 seconds mandatory pit stop time then the 2nd race of the weekend there will be a success pit stop added on (if the result deems a success – see 2.9.7.3).
- 2.9.7.2 Pit Stop times are accumulative.
- 2.9.7.3 Then at the next round the teams attend the pit penalty will be calculated from their finishing positions from their previous race. This will be added or subtracted to their mandatory times as follows per class:-
- 1st :- + 15 seconds
 - 2nd :- + 10 seconds
 - 3rd :- + 5 seconds
 - 4th :- - 5 Seconds
 - 5th :- - 10 Seconds
 - 6th or lower :- - 15 Seconds
- The minimum time the Mandatory Pit Stop can be reduced to is 90 seconds. i.e At the first round race all mandatory pits stops are 90 seconds. A team wins their class then the next race they attend their pit stop(s) will be increased by 15 seconds to 105 seconds. If they win again it increases by another 15 to 120 but if they had come 4th it reduces by 5 from 105 to 100 or if they finish 6th or lower, its 105 less 15 so they get a 90 second stop.
- 2.9.7.4 INVITATION cars will have a mandatory pit stop of 105 seconds excluding (Round 1) where all cars will be 90 seconds.
- 2.9.7.5 This penalty will apply to ALL mandatory pit stops at each race.
- 2.9.7.6 The maximum length pit stop penalty will be 150 seconds
- 2.9.7.7 The penalties will be issued in the Event Information Bulletin and issued at Signing on.
- 2.9.8 All other pit stops will be open BUT the pit lane speed limit will still apply. Judges of fact will be monitoring this speed and reporting any infringements to the Clerk of The Course
- 2.9.9 Driving restriction are given below, however no single entry driver may drive for more than a period of 180 minutes without taking a minimum break from driving of 15 minutes.

Driving and Pit Stop Restrictions		
Scheduled Race Distance	Maximum driving time (by one driver) in multi-driver teams	Single driver teams must take their mandatory stop after
120 minutes	72 minutes	15 mins of the race

- 2.9.10 No Professional driver may drive on their own and in a multi driver team no driver may do more than 60% of the race. A Professional driver is clarified in 1.3.5
- 2.9.11 Any Pit Stop must be under control of the Team Manager who must keep a note of who is in the car being driven on the circuit at any one time.

2.10 Fuel Storage

- 2.10.1 Refuelling must be carried out in accordance with current MSA Yearbook, Section (Q) Circuit Racing, 13 Pit and Paddock Regulations and 5.18 of these technical regulations; Circuit Management Regulations and the Supplementary Regulations or 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 (sealed, containing no more than 200ltrs of fuel) may be stored in the pit garage at any one time per vehicle.
- 2.10.3 A single 210ltr barrel in use for refilling the churns may be situated outside the garage in the pit lane beside the door. 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 Where a garage features two vehicles, the front vehicle is required store all fuel containers on the left-hand side of the garage and rear vehicle on the right-hand side.
- 2.10.6 The rear of the garages must be kept clear to allow access for emergency services access and spectator viewing. The area must be clear of equipment, hording, furniture or temporary walls. There must be clear access right through the garage even if shared with another team.
- 2.10.7 The size of fuel storage containers to be used by teams is 210ltrs per container containing no more than 200ltrs of fuel.
- 2.10.8 Pumps fitted to drain the fuel from the containers must be of a metal construction and approved for use with corrosive liquids.
- 2.10.9 Refuelling towers are expressly forbidden. Only sealed 25ltr refuelling dry break churns may be used
- 2.10.10 The pit lane, garages, and fire lane are no smoking zones.

2.11 Refuelling Rules

- 2.11.1 Refuelling must be carried out in accordance with current MSA Yearbook, Section (Q) Circuit Racing, 13 Pit and Paddock Regulations and 5.18 of these technical regulations; Circuit Management Regulations and the Supplementary Regulations or Final Instructions issued for each circuit/round. 10
- 2.11.2 Each vehicle may be refuelled by means of pressurised and non-pressurised dry break fuelling equipment. In the event the vehicle is not fitted with either of these systems fuel cans and funnels maybe used but must be fuelled in the team garage under supervision of the team manger during the pit stop. All other Championship refuelling rules must be followed. Teams that need to fuel by means of a funnel etc must inform the event scrutineer.
- 2.11.3 Fuel dump churns must not vent to air and a maximum capacity of 25 ltr
- 2.11.5 The Driver must bring their vehicle to a stop in the permitted pit area or area set-aside for refuelling, switch off the engine, get out of the vehicle and close the door/s. The vehicle must be on its wheels and not on jacks. Ends of the exhaust pipes and/or hot brake material in the proximity of the refuelling or venting connectors must be covered with flame-resistant material to the satisfaction of the Licenced Eligibility Scrutineer before refuelling can commence.
- 2.11.6 Each vehicle must have a minimum of one fire assistant with a powder extinguisher (minimum 6kg) **which must be supplied by the team.** It is expressly forbidden to use any fire extinguishers provided by the Venue. The fire assistant must only do the job of a fire assistant. They are not permitted to assist the refuelling staff or the team until refuelling has been completed. The fire assistant must be at a safe distance from the vehicle or the container which is being filled.

- 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 Pit Signalling staff must stay on pit wall unless part of working pit crew. All other team members not involved with pit signalling or refuelling must be inside the garage and only 4 pit crew may work on the vehicle at any one time. The Team Manager must supervise this. (8 team pit crew identification bands will be supplied). Teams are allowed a fuelling team and a Working on the car team BUT once one of the teams have finished their job they MUST leave the pit lane as the rules state only 5 teams members allowed in the pit lane at any one time. Pit signalling team MUST stay on the wall
- 2.11.9 During track sessions:- All refuelling staff including the fire assistant must wear flame-resistant overalls, gloves, balaclavas and goggles during the live race sessions.
- 2.11.10 At other non track sessions times teams must be aware of safety issues when refuelling but full equipment as stated in 2.11.7 is not required and they can refuel in the garages. It's the responsibility of the Team Manager to supervise this procedure. Any team not being responsible will be called up to the Clerk of the Course immediately.
- 2.11.11 Only **25 litres of fuel is allowed to be put in the vehicle during a Safety Car period per visit to the Pits**. There are Judges of Fact in the pit lane who will report to Race Control any teams refuelling with more fuel during this period. 4.2 infringement will be applied.
- 2.11.12 The pit lane, garages, and fire lane are no smoking zones.

2.12 Race Start Fuel Quantity

- 2.12.1 Vehicles may not start the race with more than the following amounts of fuel on board:

- Petrol 120ltrs
- Diesel 75ltrs

2.13 Re-fuelling Quantity

- 2.13.1 Vehicles may not refuel more than the following amounts during the race:

- Petrol 75ltrs per refuelling pit stop.
- Diesel 75ltrs per refuelling pit stop.

- 2.13.2 From the time the Safety Car is deployed on circuit, no car may take on more than 25 litres of fuel per visit to the Pits, until after they have passed the Green Flag on the Start/Finish Line signalling the end of the Safety Car period. For the avoidance of doubt, only those cars who are in the pits (who have crossed the pit lane entrance line) prior to deployment of the Safety Car may take on their full allocation of fuel.

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

2.14 Race finishes

- 2.1.4.1 The first 50 min race ALL cars will be shown the “Chequered Flag ”

- 2.1.4.2 In the second race of the day, which is 120 mins, a “Chequered Board” will be displayed at 50 mins from the Start line signalling the end of the 50 min race for the Sprint Category Competitors. They will be required to continue at race place not blocking any other competitor and required to return to the pits. If due to circumstances the driver deems it too dangerous to enter pit lane then 1 more lap will be allowed The Endurance Competitors should continue for the remaining 70 mins of the race where the normal Chequered Flag will be shown.

- 2.14.1 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.

2.14.2 All races are of timed duration. In these races the chequered flag (or board to the Sprint) 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.

2.14.3 **All vehicles must go to Parc Fermé at the end of qualifying and or the each race.** This area will be designated in the Final Instructions. This area will be restricted to 1 team personal unless instructed by Race Official,

2.15 **Results**

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

2.16 **Timing Modules and Radio**

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 5m of the official timing line (Control Line) or any other official timing line at any event or test session. Any such equipment placed within these areas will be removed.

2.16.4 Radio – See regulation 6.6.1

2.17 **Safety Car**

2.17.1 Safety car operation will be in accordance with current MSA Yearbook, Section Q, Appendix 2, except during night races when the leader of the race may not be picked up and once the incident has cleared the pack will not be allowed to pass the safety car to move the leader to the front of the train.

2.17.2 The Safety Car will be used in free practice, qualifying and the race.

2.18 **Judicial Procedure**

2.18.1 Rounds :- In accordance with the current MSA Yearbook, Section (C).

2.18.2 Championship :- In accordance with the current MSA Yearbook, Section (C).

3 **Driving Standards & Competitor / Team Member behaviour**

3.1 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-

3.2 Competitors who bring the Championship, Britcar Endurance or BARC or any sponsors of the Championship into disrepute through either on or off track **behaviour - a verbal statement such as using Social Media, may** be refused entry to the following or any number of subsequent events at the Championship Stewards discretion.

3.3 No abusive language or actions will be tolerated towards any Britcar Endurance Employee, Volunteer, Contractor or Guest of any form. All incidents of this nature will be reported to the clerk of the course.

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- 1st incident The person / team in question will be receive an ‘Official Warning’ from the Championship Co-ordinator, a loss of 5 Championship points and the incident will be reported to the Clerk of the Course.
- 2nd incident The Clerk of the Course has the right to exclude the person / team in question from the remainder of the race weekend (no refunds given. Plus he may pass the matter to the Stewards of the Meeting.

4 **Specific Championship Penalties**

- 4.1.1 In accordance with Section C of the current MSA Yearbook
- 4.1.2 Infringements of Technical Regulations arising from post-practice Scrutineering or Judicial Action:
Minimum Penalty: The provisions of current MSA Yearbook, Section (C), 3.3
- 4.1.3 Infringements of Technical Regulations a rising from post-race Scrutineering or Judicial Action:
Minimum Penalty: The provisions of current MSA Yearbook, Section (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 are to invoke current MSA Yearbook, Section (C), 3.5.1 (c)
Additional specific championship penalties
- 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.

4.2 **Infringements & Penalties**

Infringements	During Qualifying	During Race
A - Excess speed in pit lane	Black Flag	Stop and Go for 1 seconds per km/h over the speed limit
B - False Start	n/a	Stop and Go
C - Failure to respect starting position or out of position on formation lap	n/a	Stop and Go
D - Wrong direction in pit lane	Exclusion	Exclusion
E – More than 3 laps under black flag without a pit stop	Grid Penalty	Exclusion
F – Working on the vehicle whilst refuelling	Black Flag	Drive Through
G – Taking on over 25ltrs of fuel during Safety Car Period per visit to the Pits	n/a	Stop and Go for 90 seconds
H - More than 4 people work on the vehicles refuelling or at a Mandatory Pit stop.	n/a	Stop and Go for 90 seconds
I – 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.
J – Not stopping for the mandatory pit stop	n/a	Exclusion
K – Three Driver Teams - Not informing the relevant officials of which drivers are in each car in the required time prior to each race.	n/a	Loss of fastest lap
L – 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 MSA specified format and it should be clearly understood that if the following texts do not clearly specify that you can do it, you should 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

5.2.1 This is achieved by starting with the standard peak BHP (at the wheels) that most Championships use, but we also add the midrange BHP and the peak and midrange torque at the wheels. This provides a more complete engine performance indicator and covers all the engine formats such as normally aspirated, turbo, diesel etc that all have their various advantages. This engine figure is divided by the weight of the car giving a power to weight indicator. This would be an acceptable place to stop with classification however to create a fair and stable platform for multi class endurance racing, modifiers are added to the calculation. The modifier list includes categories such as Aerodynamics, Suspension, electronic aids etc. is applied. Each modifier category is split into sub items such as Front Splitter, Traction Control etc. Each of these sub items have a number of options to select i.e. Front Splitter :- None, Moulded, Fixed or Adjustable. Each of these options is given a numerical value depending on the performance advantage which can be negative as well as positive. Using the Front Splitter as an example, the numeric values are: None (-2), Moulded (0), Fixed (1), Adjustable (2). By adding the Power to Weight indicator together with the Modifier indicator creates the Overall Performance Indicator.

5.2.2 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.

5.2.3 Another advantage of the Britcar Endurance Performance Indicator system is that it will be hosted on our website. This will allow Teams to input changes to their settings such as weight, power, fitted items to determine how the adjustments impact on the BEPI figure. This will ensure their racecar is as competitive as possible but stay within their chosen class.

5.2.4 The Britcar Endurance Performance Indicator system will be used across both the Endurance and the Production Championships ensuring that all entered cars are judged and classified exactly the same.

5.2.4.1 The Britcar Endurance Performance Indicator (BEPI) Ranges are as follows for the Dunlop Endurance Championship:-

- Class 1 180 – 160
- Class 2 159.99 – 140
- Class 3 139.99 – 120
- Class 4 119.99 – 100
- Class 5 99.99 – 80

Any vehicle outside these points are not eligible for Championship.

5.2.5 It is the competitors responsibility to provide the promoters with recently measured (less than 6 months old) the standard peak BHP and mid range BHP as well as the peak and mid range torque figures. It will be these figures given to the championship promoters will be used to calculate an engine performance indicator. This performance indicator will cover all the engine formats such as normally aspirated, turbo, diesel etc. This calculation will form the basic figure used when determining the power to weight indicator.

5.2.6 Each competitor will submit the information about their vehicle before their first race weekend via the championships BEPI (Britcar Endurance Performance Indicator) registration system available on line (contact rob@britcar-endurance.com for login details) – once submitted and the Technical Declaration signed confirming the BHP requested in

5.2.1. The submitted Technical Declaration will be listed on the championship database and visible to all registered competitors.

5.2.7 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.

5.3 Safety Requirements

5.3.1 As per current MSA Yearbook, Section (K) applies to vehicle equipment

5.3.2 As per current MSA Yearbook, 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. LMP, CN, Radicals (**except the RXC Coupe**), and open wheeled cars are prohibited. All cars must have bodywork that encloses all suspension, drive shafts and exhaust system. Their 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.

5.4.2 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 select 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 Championship 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, 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.

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 5.5.1 (a).

- 5.5.3 The Organisers reserve the right to re-inspect vehicles at any time during the course of the season. Competitors will be personally and solely responsible for ensuring that their vehicles comply with their registration details and with these regulations at all times for each round at which they are entered. Failure to comply in either respect will be a breach of these regulations. Queries concerning eligibility should be referred in writing to the 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.
- 5.5.4 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 based on the formulas used in the classification of vehicles. If the car is found to be ineligible 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 All Porsche Carrera Cup Cars competing in the 2017 Dunlop Endurance Championship running in original specification will be subject to Balance of Performance (BoP) measures to equalise them with cars within Class 3. The Balance of Performance will consist of:

3.8l Engine Size – An additional 25 kg over the Carrera Cup Dry Weight* of 1,215 kg. \equiv 1240 Kg

3.6l Engine Size – An additional 15 kg over the Carrera Cup Dry Weight* of 1,215 kg. \equiv 1230Kg

*Dry weight is excluding the weight of the Driver and BoP ballast. Liquids and oils are to be set within their operational levels, the Car is to be fitted with regulation slick tyres and the fuel system is to be empty. The fuel system will be defined as empty when the in-tank fuel pumps are exhausted while the car is held on the designated weigh bridge or suitable level ground identified by the Championship Scrutineer.

For clarification purposes, vehicle weights for the championship are determined from when the vehicle crosses the finish line as per regulation 5.16.1. Also as per the current MSA Yearbook, section D 34, all vehicles must have a minimum of 3 litres of fuels available within the vehicle fuel tank to allow for fuel sampling if required. The registered weight (via the Britcar Endurance BEPI System) must take into consideration the weight of this additional fuel”

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 2017 MSA yearbook Section J 5.2.1 – New regulation)

5.8 Bodywork / Trim / Aerodynamics

- 5.8.1 Modifications Permitted.

General

- 5.8.2 All modifications must not infringe on the general requirements for competition / racing cars as set out in regulation 5.3.2.

Internal

- 5.8.3 Seats: The driver's seat is free. It is recommended to use a FIA homologated seat with head restraint. All the passenger seats may be removed.
- 5.8.4 The trimmings situated below the dashboard and which is not a part of it may be removed.
- 5.8.5 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.
- 5.8.6 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).
- 5.8.7 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.
- 5.8.8 Air-conditioning may be added or removed. Driver cooling suits may be used with approval of the Eligibility scrutineer.
- 5.8.9 The steering wheel is free subject to compliance with current MSA Yearbook, Section (J) 5.7 and (Q) 19.6.
- 5.8.10 Measuring instruments such as speedometers and the horn may be removed

Exterior

- 5.8.11 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 'bumper'. Aerodynamic devices fitted as original equipment by the manufacturer will be regarded as part of the original bodywork when calculating the BEPI
- 5.8.12 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.

Aerodynamics

- 5.8.13 No aerofoil or spoiler may extend wider than the width of the bodywork
- 5.8.14 No aerofoil may be higher than a horizontal line drawn from the top of the main roof of the cab or in the case of open top cars as per MSA yearbook . Max height 90 cms from the ground.

5.9 Ride height

All vehicles must have a minimum of 40mm throughout with the driver in the car as per MSA Year book Q19.1.2. If the competitor has evidence that the car has been homologated to run at a lower ride height he may run at the lower ride height however, the ride height must be declared on the vehicle declaration form and will be used as a modifier in calculating the BEPI. 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.

5.10 Engine

- 5.10.1 The engine orientation is free but must be installed in the original engine compartment .
- 5.10.2 Induction system. This is declared on the BEPI system.
- 5.10.2.1 The manufacturer of the supercharger or turbocharger is free as long as it is declared on the BEPI System.

5.10.3 Intake manifold is free

5.10.4 Exhaust manifold is free.

5.10.5 Ignition System - Free

5.11 Fuel Tanks and delivery systems

5.11.1 The vehicle may not have more than 120 litres of fuel carrying capacity.

5.11.2 Fuel tanks may be replaced by a safety fuel cell homologated by the FIA (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.

5.11.3 The various tanks (including the original fuel tank) and the FT3 tanks may also be combined, provided that the total of their capacities does not exceed the aforementioned limits.

5.11.4 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).

No fuel lines to be located within the passenger compartment except as protected as per current MSA Competitors Yearbook, Section (J), 5.13 Fuel Systems. All refuelling connections must be isolated from the passenger compartment by a fire/fuel proof bulkhead. Temporary parts are not allowed. Provision must be installed to allow the fuel tank to be drained without dismantling any of the fuel tank installation, components or associated pipework.

5.11.5 The fuel and air feed as well as auxiliary devices such as radiators, intercoolers and similar are free up to a maximum of 1 litre capacity. The driver must be protected from such devices by a fireproof bulkhead. No radiators or intercooler can be housed outside the vehicle bodywork.

5.11.6 Provision must be made to be able to drain all fuel from the tank and the fuel delivery system at the request of the Scrutineers. All teams must be equipped with supplementary pipes to drain the system into churns of sufficient capacity to hold drained fuel. The point of access for draining must be as close as possible to the fuel injection rail or carburettors so that any fuel in the pipes between the fuel pumps and the engine will also be pumped out.
Vent into a churn only.

5.11.7 The car must finish the race with a minimum of 3 litres of fuel remaining in the fuel tank, which can be easily withdrawn from the operational tank supplying the engine at the request of the scrutineer.

5.12 Transmission

5.12.1 Four-wheel drive, all-wheel drive and energy recovery systems are only permitted if it is fitted as original equipment in the model concerned.

5.13 Suspension - Free.

5.14 Wheels/Steering

5.14.1 The complete road wheel (flange, rim, tyre size) are free provided that they may be housed within the bodywork; this means the upper part of the complete wheel (tyres including the rim flange), located vertically over the wheel hub centre, must be covered by the bodywork, when measured vertically and comply with current MSA Yearbook, Section (J).

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 Dunlop tyres.

5.15.2 The artificial heating of rims and/or tyres by any means and every type of chemical treatment is **strictly forbidden**.

5.15.3 All Tyres must have the Dunlop branding highlighted.

5.16 Weight

5.16.1 The minimum weight of the vehicle only will be determined by applying the power to weight calculation. The weight without the driver on board as 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.

5.17 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 back lit during night racing sessions. These can be purchased from Britcar Endurance - £360.00+VAT.

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. 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 heard lights may fit 4 spot lights).

5.17.3 Brake lights All vehicles must be fitted with working brake lights as per MSA Yearbook Section Q 19.11.3.

5.17.4 Rear Fog Light - Vehicles must be fitted with a high intensity rain light(s). As per current MSA Yearbook, Section (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 . As per Current MSA year book.

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 MSA Competitors Yearbook, Section (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. MSA year book reg (J) 5.6.1. If a Car a is fitted with carbon brakes 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 .MSA year book Reg (Q) 19.5.1 If fitted it must be declared and be included in the BEPI calculation.

5.20 Fuel

5.20.1 Fuel Grade

- 5.20.1.1 The Championship allows fuel to be used in accordance with the current MSA Yearbook, Section (B), Pump Fuel or FIA specification fuel in compliance with FIA Appendix J, Article 252, Article 9". .
- 5.20.1.2 Although not mandatory, Anglo American Oil Company Ltd can supply Sunoco Fuel but orders must be placed in advanced – see 7.1.5

5.21 Silencing

- 5.21.1 All cars will be tested to meet the as per MSA year book section Reg (J) 5.17 . The Limit is 105dB(A) Appendix: 1 (page 154) and conducted at 0.5 metre distance at 45 degrees from the outlet with the engine running at $\frac{3}{4}$ speed.

Lower 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 On Board Cameras

- 5.23.1 On board cameras. The fitting on board cameras is allowed provided they are fitted in compliance with 2017 MSA yearbook J.5.21. Please we aware of regulation 6.3. Use of recorded images.

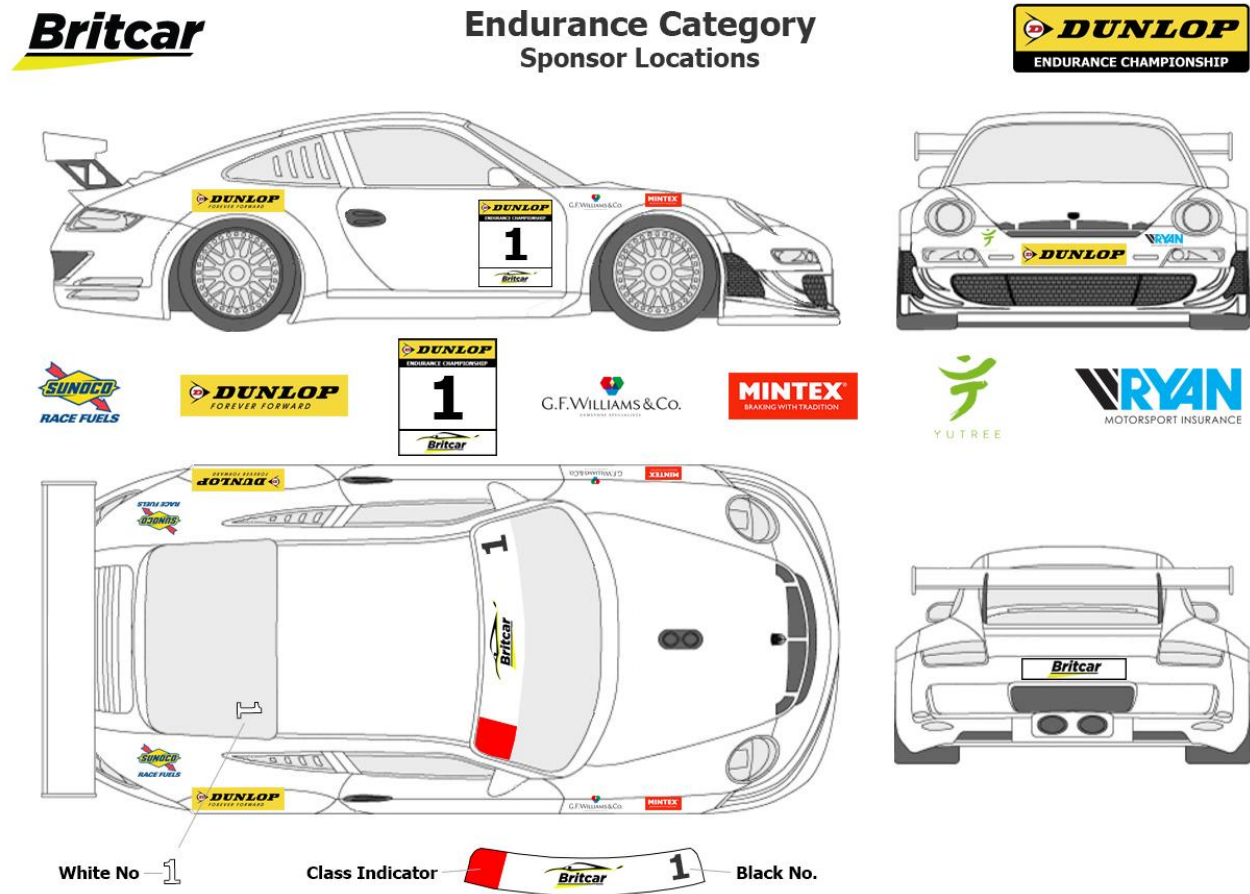
6.1 Championship Insignia & Vehicle Decals

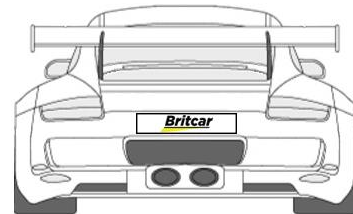
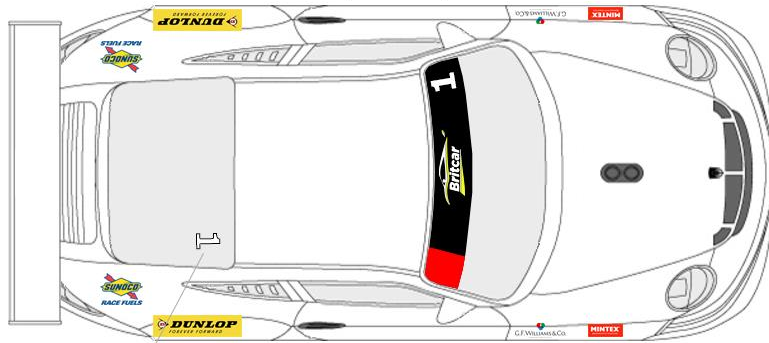
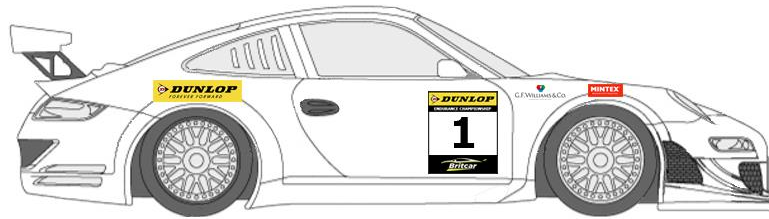
- 6.1.1 Presentation of all vehicles must be of a high standard. The acceptable standard is at the sole discretion of the Championship Organiser and/or Promoter.
- 6.1.2 The Entrant is responsible for acquiring the correct decals and badges and ensuring the correct placement.
- 6.1.3 Britcar Endurance reserves the right to alter sponsors at any time; new decals and overall badges will be supplied for no additional charge.
- 6.1.4 Competition numbers must be positioned as per current MSA Yearbook, Section (J), 4.1.2, with the exception: Vehicles must position the foremost number on the windscreen.
- 6.1.5 Competition number panels on the sides of the vehicle must be back lit for night races.
- 6.1.6 All championship decals are mandatory and must be placed as per layout sheets accompanying the decal packs issued by the Promoter.

The Promoters will require the areas marked below :-

- Front and rear number plates.
- Windscreen sun strip which may change at each race meeting. Only promoter sunstrips may be on the vehicle.
- Two competition number panels for the sides of the vehicle and one on the bonnet.
- Windscreen corner class identifiers.
- Below both Headlights
- Above both Rear wheel arches.

6.1.7.1 See 2017 Britcar Endurance Location map below:-



Britcar**Sprint Category
Sponsor Locations**

White No. — 1

Class Indicator



White No.

6.1.8 One set of championship insignia decals will be supplied by the Promoter free of charge. Decals can be collected on the day of the entered round or can be posted prior to the event at a cost of £10.00 plus VAT. Additional sets will be invoiced to the Entrant at £30.00+VAT per set. Individual stickers can be issued upon request but there will be a charge plus postage.

6.1.9 White Sunstrips are for the Endurance Category and the Black are for the Sprint Category

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 Britcar Endurance badge (Left breast) and 1 Dunlop (Right breast). More may be required with more sponsorship.

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

6.2.3 It is mandatory that all teams to have the new Britcar Endurance logo on their main support vehicles. Please advise sizes required.

6.2.3.1 Teams not adhering to this regulation may have points deducted.

Race Overall Badge Placement



- 6.2.4 Badges will be supplied by the Promoter prior to first round, to each driver free of charge. Additional badges will be invoiced to the Entrant at £5.00+VAT per badge.
- 6.2.5 It is requested at all teams have one support vehicle with Britcar Endurance logo on (size to be confirmed)– stickers will be supplied by Britcar Endurance

6.3 Intellectual, Commercial, Promotional, Merchandising and Sponsorship Rights

6.3.1 Britcar Endurance (Hedley Cowell Events Ltd) have all ownership rights to the name Britcar and Britcar Endurance. All logos used must be in its original format and scale. Any adjusts to colour and size must be approved by the Britcar office.

6.4 Financial Responsibility:- Race Entry and Refund Policy

6.4.1 Race entries forms are available by contact the office on 01420 257194 or they will be on our website www.britcar-endurance.com under CHAMPIONSHIPS

6.4.2 With regard to refunds there are NO refunds on deposits paid for rounds.

6.4.3 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

6.4.4 Payments can be taken by Debit and Credit Card. Cheques to be made to Hedley Cowell Events Ltd and sent to Po Box 202, Lindford, Hampshire, GU45 5DR

BACS payments also accepted :- contact Claire Hedley for details claire@britcar-endurance.com

6.5 Radio Communications

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 Britcar Endurance have appointed ProActive as their TV production company. It their responsibility in conjunction with Britcar Endurance to film all rounds of the Dunlop Endurance Championship. Should there be any reason why they can not attend due to no fault of their own their will be no refunds to the competitors but they will endeavour to get longer coverage at the next round

6.7 Paddock Arrangements

6.7.1 Teams are asked to follow instructions from Britcar and Circuit Officials as to where Trucks, Support Vehicles and Private Cars are be parked up.

6.7.2 Teams testing the day before the event please may be ask you to move all private vehicles away from the back of the garages plus teams racing on the Sunday of the Britcar Weekend will not gain access to the garages till after 7pm Saturday or unless advised in the Event Supplementary Regulations.

7 Contacts

7.1 Britcar Endurance
Claire Hedley
P O Box 202, Lindford, Hampshire, GU35 0YD
Telephone : 01420 257194 Mobile 07534 369892
Email:- claire@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, Andover, Hampshire, SP11 8PN

7.1.4 Race Circuits

Brands Hatch	Fawkham Longfield, Kent, DA3 8NG Tel: 01474 872331
Donington Park Circuit	Castle Donington, Derby, DE74 2RP Tel: 01332 810048
Oulton Park	Little Budwoth, Tarporley, Cheshire CW6 9BW Tel: 01829 760301
Silverstone	Northants, NN12 8TN Tel 08704 588200
Snetterton Circuit	Norwich, Norfolk, NR16 2LU Tel: 01953 887303

7.1.5 Tyre Supplier
Dunlop H. P. Tyres Ltd
Units 5 & 6, Broad March Trade Park, Long March Ind Est, Daventry, NN11 4HE,
T +44 (0)1327 301887 E office@hptyres.com

7.1.6 Fuel Supply
Anglo American Oil Company Ltd, +44 (0)1929 555977 (direct)
58 Holton Road, E matt@aaoil.co.uk
Holton Heath Trading Park, Poole, BH16 6LT

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 MSA/MSJ.

7.2.2 In the event of cancellation of the championship, the Venue, Promoter or Organiser shall not be liable for any consequential loss or damages paid out.

7.2.3 It is clearly understood that there will be no refund of any monies paid to the promoter in relation to the event and the competitor acknowledges that:

The Promoter has no liability for any incurred expenses whether incurred directly or indirectly, which will not be reimbursed in any circumstances. Expenses for these purposes include any loss of income, profit or other financial implication such as expenses.

The Promoter recommends that cancellation insurance is taken out by the Entrant/Competitor

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 MSA 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, expenses and costs incurred by the Promoter by virtue of any such matters.