



**2022**

**PUBLISHED COPY**



# **SPORTING REGULATIONS TROPHY CATEGORY & PRAGA CUP CATEGORY**

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## 1 SPORTING REGULATIONS – GENERAL

### 1.1 TITLE & JURISDICTION

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

Motorsport UK Championship Permit number:	CH2022/R050 ('C')
Race Status:	Interclub
MSA Championship Grade:	Grade: C

### 1.2 OFFICIALS :-

1.2.1	Championship Co-ordinator:	Claire Hedley
1.2.2	Championship Eligibility Scrutineer:	John Harland (Trophy Category) <b>Martin Robertson (Praga Category)</b>
1.2.3	Championship Clerk of the Course	Andrew Butler
1.2.4	Championship Technical Co-Ordinator	David Hornsey
1.2.4.1	Praga Technical Advisors	Alastair Boulton Petr Prihoda
1.2.5	Stewards:	Dennis Carter, Dale Wells, Ian Watson Richard Norbury

1.2.5.1 Any three of the Championship Stewards may 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 Organiser 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. They are also empowered to consider any request from the Championship Organiser 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 fully paid up valid membership card holding members of Britcar and
- (b) be registered for the Britcar Endurance Championship – Trophy Category or Praga Cup and
- (c) be in possession of a valid 2022 Motorsport UK Entrants Licence. (H26.1.1) and
- (d) 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 fully paid up valid members of Britcar
- (b) be registered for the Britcar Endurance Championship – Trophy Category or Praga Cup 2022
- (c) be in possession of a valid 2022 Motorsport UK Competition Licence (Racing).
- (d) 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).
- (e) if participation in the Championship requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.



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

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

**1.3.3.1 PRAGA CATEGORY has a requirement of a Race National license as a minimum.**

- 1.3.4 **TROPHY** - Each **Trophy** 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. 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 may be suspended or rejected.

- 1.3.4.1 PRAGA CATEGORY - Each competitor (Including all Invitational drivers) must make sure their vehicle has a power monitoring system fitted as mandated in the Technical Regulations. It is the responsibility of the competitor to ensure the system remains functional for the duration of the season and that access is provided at any point during an event to the eligibility scrutineer or nominated technical advisor. Competitors will not be eligible to score championship points until the correct power monitoring system is installed.**

**Refer to the Praga Category Technical Regulations 5B for specific regulations on power monitoring.**

**Refer to 7.1.7 for the official rolling road test facility selected for use by the Praga Cup to provide figures to be used for judgement of fact.**

- 1.3.5 Entry into Britcar Endurance Championship – Trophy requires 2 or more drivers for races over 1 hour duration, for 1 hour or less entry may be a single driver.

- 1.3.5.1 PRAGA CATEGORY - Entry into The Praga Cup requires 2 or more drivers for races over 1 hour duration, for 1 hour or less entry may be a single driver. An entrant in the Praga Cup may be either a team, a solo driver or a two driver entry. Drivers are defined as Amateur (AM) or Professional (PRO) or Invitational (INV).**

**Pairings that would be deemed acceptable by FIA standards are: Bronze + Bronze, Bronze + Silver, Bronze + Gold (and above)**



- 1.3.6 No Professional driver may drive on his or her own and no vehicle can be “fully” driven by professional drivers.
- 1.3.6.1 PRAGA CATEGORY** No professional driver may drive on their own and be eligible for the Praga Category or Drivers Championship. However, if a PRO graded driver wishes to compete on their own they may do so as an invitational “INV” entry at the discretion of championship organisers.
- 1.3.6.2 GINETTA CUP CLASS** - All drivers competing the the G40 Cup Class of the Britcar Endurance Championship Trophy Category must be 35 years old or older on the 13<sup>th</sup> March 2022. The only exception to this is one family member of the lead driver may race as a second driver in the same car if they are under 35 years old as long as they meet the criteria for a “Non-Professional” as set out in regulation BELOW
- 1.3.6.3 GINETTA CUP CLASS** - No “Professional” driver may compete in the G40 Cup Class.
- 1.3.7 A driver will be rated by the Championship Organisers on their experience when they register for the championship. As a guide the following will be used as a general reference for determining classification however the final decision will be subject to 1.3.8.
- |                    |   |
|--------------------|---|
| 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.<br><b>PRAGA CATEGORY PRO RULING – See 1.3.10</b> |
| AMATEUR (AM)       | A “Amateur” driver is a person who is driving purely for sport not commercial gain.   |
- 1.3.7.1 PRAGA CATEGORY** In addition to 1.3.7 a driver coach is not applicable to determine a PRO driver.
- INVITATIONAL DRIVERS (INV)** Invitational entrants are not eligible for the Praga Cup, they do not score championship points, pit stop regulation 2.9.2 applies, however are eligible for podium presentations.
- 1.3.8 The appointed Championship Organising Committee will resolve any decisions regarding a driver's grade / rating subject to which the Championship Organisers decision will be final.



**1.3.8.1 PRAGA CATEGORY** - In addition to Sporting Regulation 1.3.8, the decision of the organisational committee will be a majority decision of a committee made up of the Clerk of the Course, Championship Organisers and 2 registered competitors from the Praga Cup picked at random.

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

**1.3.10 PRAGA CATEGORY** - Drivers categorised as Amateur drivers are defined in Sporting Regulation 1.3.7. However you are still required to submit a driver CV as per 1.3.10.1

Drivers categorised as a Professional (Pro) are invited to enter the Praga Cup when driving with an Amateur Driver only, unless 1.3.6.1 applies.

The following deciding factors will be considered with all professional gradings in addition to the definition in the Sporting Regulation 1.3.7. These being achievements that the organisers would consider to be professional;

- The Drivers FIA Licence Category
- Prior motorsport experience & performance following review of the drivers CV. Also a review of the online database - Driver DB ([www.driverdb.com](http://www.driverdb.com))
- If the driver is being paid or is receiving an entry into the Praga Cup for services rendered by another entrant in the Praga Cup.

In all matters regarding driver gradings, Sporting Regulation 1.3.8 will be final and the decision is not subject to protest or appeal.

**1.3.10.1** The organisers reserve the right to regrade drivers or penalise and adjust specific pairings by the addition of an in-race time penalty or other means of adjustment during the season should their performance be considered to be above or below their grading. For AM-PRO upgrades to PRO-PRO this will be treated as gaining an unfair advantage and penalty imposed in line with Motorsport UK General Regulation C.2.3 (G.5.3.7) and applied under 2.9.14.2

**1.3.10.2** It is a mandatory requirement that all drivers must complete the driver CV section of the registration form. All Drivers will be reviewed and categorised by the Championship Organisers. Their decision of categorisation will be published on the entry list before each event and a copy available on the website. Drivers are responsible for the accuracy of their driver CV, the organisers reserve the right to regrade a driver if an error is found in the supplied information at any point in the championship season.

Any driver found to have misled the organisers will be reported to the Championship Stewards who will penalise according to their guidelines.



**1.3.10.3 The following items on the driver CV are mandatory where applicable:**

- Last 5 years of competitive racing experience.
- Class wins, Race wins, Championship wins - Detailing MOTORSPORT UK classification
- Current MOTORSPORT UK Licence grade, with any previous history of downgrade.
- ARDS Instructor licence grade.
- Current FIA Classification, with any previous history of downgrade.

**1.3.10.4 Drivers CV's are to be submitted to Claire Hedley ([claire@britcar-endurance.com](mailto:claire@britcar-endurance.com)) and Lucy Payne ([lucy.payne@pragacars.com](mailto:lucy.payne@pragacars.com)) to review**

#### **1.4 CHAMPIONSHIP REGISTRATION :-**

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

**1.4.1.2 Entry into the Praga Category will be at invitation of the Organisers following full consideration of the official 2022 online Registration, Race Entry Form, drivers CV and returning the registration fee to the championship promoter Lucy Payne ([lucy.payne@pragacars.com](mailto:lucy.payne@pragacars.com)) prior to the final closing date for the first round being entered.**

**1.4.2** The Registration Fee for the 2022 Britcar Endurance Championship :-

**1.4.2.1** Trophy Category is £ 150 + VAT for the season per vehicle.

**1.4.2.2 Praga Category is £ 450 + VAT (Cup & PERF Classes) – Payable to Praga – Please see [Lucy.payne@pragacars.com](mailto:Lucy.payne@pragacars.com)**

**1.4.2.3** Trophy payment details are available in Championship Regulation Art. 6.4.

**1.4.2.4 Trophy Registration Payments are Non-Refundable.**





1.4.3 Deposits will be required for the Trophy Category 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 £150 +VAT per round is required for all Categories. All payment details are available in Championship Regulation Art. 6.4. First 10 teams who pay deposits for all Trophy Category Championship rounds will get the choice of garages on a first come first served basis. Praga category cars do not get garages.

**1.4.3.1 All Trophy deposits are Non-Refundable.**

1.4.4 Trophy Registrations & deposits will be accepted from 1<sup>st</sup> 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 14 days before the first date of the Permit for any race meeting entered in accordance with Championship Regulation Art.1.4.9 below.

1.4.5 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 Britcar track sessions. Numbers over 99 will be allowed with permission from the Championship Organisers via the Championship Coordinator.

1.4.6 The Organisers jointly and severally reserve the right to add more Championship decal stickers to the vehicles from their new sponsors during the season.

**1.4.7 Championship decals for both Trophy & Praga Cup car's layout plans are provided at Championship Regulation Art. 6.1.6.1 (Trophy) and 6.1.6.2 (Praga)**

1.4.8 All teams registered will receive one full set of decals for their vehicle and 6 team pit crew Identification bands (as described in 2.8.12). Any replacements required will be available by contacting the 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.

1.4.9 Britcar Club Membership – To become a member each driver from Trophy and Praga category including invitation drivers must pay an annual Britcar Membership fee of £150.00 + VAT for the season (All payment details are available in Art. 6.4). Each driver (Including Praga Cup) will also receive the 'Championship Logo' & 'Goodyear' Cloth Overall badge which must be sown on their race overalls in accordance with Championship Regulation Art.6.2.





- 1.4.10 Membership fees must be paid before a driver participates in their first event. Failure to pay may render the driver liable to a fine.
- 1.4.11 Outstanding Trophy Category 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. Any team who have entered for a round and not paid their balance 2 WEEKS BEFORE could risk points being deducted plus the risk of no garage space at that round. Balance monies are non-refundable and non-transferable.
- 1.4.12 All payments made to the Championship Organisers and or Britcar must only be remitted from a fully traceable European clearing bank.

## 1.5 CHAMPIONSHIP EVENTS

### 1.5.1.1 The 2022 Britcar Endurance Championship

DATE	CIRCUIT	RACE LENGTH	CLUB
12 <sup>th</sup> & 13 <sup>th</sup> March	Silverstone Grand Prix	2 x 50 mins Trophy, 2 x 60mins Praga	BARC
2nd April	Oulton Park	1 x 60min Praga	BARC
14th & 15th May	Snetterton	2 x 50 mins Trophy, 2 x 60mins Praga	BARC
4 <sup>th</sup> & 5th June	Silverstone National	2 x 50 mins Trophy, 2 x 60mins Praga	BARC
19 <sup>th</sup> June	Silverstone Grand Prix	2 x 45 mins Trophy	BRSCC
14 <sup>th</sup> August	Donington National	2 x 50 mins Trophy	BARC
20th & 21st August	Donington National	2 x 60 mins Praga	BARC
23 <sup>rd</sup> October	Donington Grand Prix	2 x 50 mins Trophy, 2 x 60mins Praga	BARC

- 1.5.3 The Britcar Endurance Championship – Trophy Category & Praga Cup will be contested over the following races:-

#### Trophy Category

6 Rounds with 12 races - 11 scoring races (including fastest Lap point, if app) counting towards the Britcar Endurance Championship – Trophy Category

#### Praga Category:-

6 Rounds with 11 races – 11 scoring races (including fastest Lap point, if app) counting towards the Britcar Endurance Championship – Praga Cup



- 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 Motorsports UK General Regulation D.11.2.
- 1.5.5 Testing is available at each circuit the day before each event (except Donington) and Trophy teams can book testing via The Championship Co-ordinator (Claire Hedley) on 01428 288008 or the Praga teams can contact Lucy Payne at [lucy.payne@pragacars.com](mailto:lucy.payne@pragacars.com)
- 1.5.6 There are no testing restrictions.

## 1.6 CLASSES

- 1.6.1 The Trophy Category cars will be classified via our BEPI system.
- 1.6.1.2 **Refer to Praga Category Technical Regulations for the full definition, classification and requirements for "CUP" and "PERF" cars.**
- 1.6.2 The BEPI (The Britcar Endurance Performance Indicator) can be accessed at [britcar-endurance.com/bepi/](http://britcar-endurance.com/bepi/). Any technical queries about vehicles entered should be directed to the Technical Manager David Hornsey at [david@britcar-endurance.com](mailto:david@britcar-endurance.com).

### 1.6.2.1 PRAGA CATEGORY – There are two classes - Cup Cars "CUP" and Performance Cars "PERF"

**The Praga Category (Cup) up is a single make championship for Praga R1T Generation 4 (G4) and Generation 5 (G5) cars. These cars are classified as "CUP" cars and are eligible to score points in the Praga Cup Championship. "CUP" cars are of standard form as defined in the technical regulations and vehicle passport.**

**To support future development of the Praga R1T, cars that fall outside of the technical regulations and original passport of the Praga R1T are classified as "PERF" cars and are NOT eligible to score points in the Praga Category (Cup) Championship. Drivers that compete in a Performance class of car are also NOT eligible to score points towards the Praga Cup.**

- 1.6.3 The BEPI system and the class classification is explained in the Technical Regulations for the Trophy Category.



1.6.4	<b>Class T1</b>	<b>Cars with a BEPI score of 113 - 86</b>
	Class T2	Cars with a BEPI score of 85.99 - 56
	Class T3	Cars with a BEPI score 55.99 or less
	Ginetta Cup	Ginetta G40 Cup cars running to Technical Regulations in appendix TBC
	Clio Cup	Clio Cup cars running to Technical Regulations in appendix TBC

**1.6.4.1 PRAGA CATEGORY** Competitors purely competing in the “PERF” class are still required to register for the Championship but do NOT score Championship points. They are not able to be Championship contenders in the CUP and Drivers Championship.

**1.6.5 PRAGA CATEGORY** The Championship Organiser reserves the right to reclassify a car from “CUP” to “PERF” at any point during the season if it is deemed that the car falls outside technical regulations with evidence presented by the Licenced Eligibility Scrutineer

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

<b>TROPHY</b>	
Class 1	Red
Class 2	Green
Class 3	Yellow
Class Ginetta Cup	White
Class Clios	Blue

<b>PRAGA</b>	
<b>Class Cup</b>	<b>Black</b>
<b>Class PERF</b>	<b>White</b>

**1.6.6.1 PRAGA CATEGORY** In considering whether to permit any car to race in the Praga Cup, the organiser reserves the right to take into account, at any point during the season, its appearance, safety equipment and the standard of its presentation.



1.6.7 Cars entered into any **Trophy category** 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 2<sup>nd</sup> position and a registered championship competitor finishes in 3<sup>rd</sup> position, the “one off” entry becomes invisible with regards to points so the registered competitor finishing in 3<sup>rd</sup> place receives points for 2<sup>nd</sup> place.

**1.6.7 PRAGA CATEGORY - The Championship Organisers reserve the right to introduce an Invitation class. This may include (but is not limited to) vehicles which are assessed at a similar level of performance to the “CUP” class. The organisers reserve the right to charge the championship registration fee for Invitational classes.**

**Invitational classes do not score Championship points. They are not able to be Championship contenders. There are also no awards for the invitation class, unless provided by a promoter for that class.**

## **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 comply with the Praga Category Technical Regulations) 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 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 Trophy season are accrued based on the following finishing positions in class are as follows:-

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

1.7.5.1 Championship Points for the 2022 Praga Category season are accrued based on the following finishing positions in class are as follows:-

Position	Points	Position	Points	Position	Points	Position	Points
1st	32	6th	17	11th	12	16th	7
2nd	27	7th	16	12th	11	17th	6
3rd	23	8th	15	13th	10	18th	5
4th	20	9th	14	14th	9	19th	4
5th	18	10th	13	15th	8	20th	3

1.7.5.2 PRAGA CATEGORY To be eligible to score points in the Praga Cup;

- The entrant must be registered for the Praga Cup
- The entrant must have paid the registration fee
- The entrant must register and compete in 7 of the 11 races with the same driver pairing.
- For an entrant (Team or Driver) to be eligible for the end of season prizes in the Praga CUP class, they must own the car that is participating.

Championship points for the 2022 season are based on the following finishing positions in the Praga Category (Cup).

1.7.5.3 Points are awarded to individual competitors for the drivers championship and the car for the Praga Category (Cup). Drivers classed as 'INV' drivers or drivers competing in the PERF class are not eligible to score points.

Points are non transferable between cars except in exceptional circumstances as detailed in 1.7.11



**1.7.5.4 Championship Points will not be awarded to competitors not eligible or not registered for the Championship. These competitors will be defined in the entry list with an INV before their class category. In the case of an INV driver pairing with a registered championship competitor, points will be distributed to the registered eligible competitor as if the INV driver was invisible.**

**1.7.5.5 Cars are defined by the unique serial number of the chassis. Once a championship number is allocated to the chassis serial number, this must remain the same for the duration of the championship unless specifically approved by the MOTORSPORT UK Eligibility scrutineer and the championship organiser where 1.7.11 applies.**

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 <sup>st</sup> Place	20 points
2 <sup>nd</sup> 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 Eligibility Scrutineer or an appointed Scrutineer in his absence) then no points will be awarded and the Competitor must count that race as one of their points scoring races for the Championship.

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 Promoter 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.



**1.7.11.1 PRAGA CATEGORY** If an entrant has to replace their chassis or engine, they must notify the Organiser and Licenced Eligibility Scrutineer as detailed in 1.2.2. As long as the Organiser and the Licenced Eligibility scrutineer gives the approval that the vehicle is eligible for the same class as previously registered for the championship then the points already awarded from the previous races will be carried over to the new vehicle. Refer to Motorsport UK General Regulation D 25.1.12 for applicability.

**Any vehicle reported as being involved in contact incidents during races or practice must be re-presented to the event scrutineers before continuing the event.**

- 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 Cars classified as DNF (Did not finish) or NC (Not Classified) will accrue 50 % points of their nominal finishing position providing they have completed at least 50% of the number of laps their class winner has completed when the end of race signal is shown at the start / finish control line. This will apply even where the consequence of the allocation includes half points (i.e.  $25 / 2 = 12.5$ )
- 1.7.16 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. Any lap set under Safety Car or Yellow Flag conditions will not count. If two drivers set an identical time, the earliest time recorded will receive the additional point.
- 1.7.17 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 Trophy race winners will be presented trophies 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 Britcar Hospitality Race Centre **for the Praga Category races these will be done in the Praga Race Centre**. Drivers are reminded that the podium presentation is part of the event and the Championship asks all to attend.
- 1.8.3 Trophy Category Trophies will be awarded for the races as follows :-
- \*\* A trophy to drivers placed 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> overall (1 trophy to be supplied)
  - \*\* A celebratory bottle to 1<sup>st</sup> overall
  - \*\* A trophy for the drivers coming 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> in a class (2 trophies to be supplied per car)
  - \*\* Sponsors cap
- 1.8.4 **Praga Category Trophies will be awarded by Praga UK for the races as follows –**
- \*\* A trophy to drivers placed 1st, 2nd, 3rd Overall (2 trophies to be supplied per car)**
  - \*\* A celebratory bottle of 1st overall**
  - \*\* Sponsors cap**
- 1.8.5 Driver of the Day award – Decided by the Britcar Media Team for the Trophy Category and by Praga Management for Praga Cup. Britcar to supply Trophy award and Praga UK to supply Praga Cup
- 1.8.6 Additional trophies and awards may be made and will be detailed within an official championship bulletin.
- 1.8.7 Trophy End of Season:- The Britcar Endurance Championship awards will be issued at the awards presentation event at the End of the Season. The date and venue to be advised.

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

- \*\* Trophies to 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> Driver Overall (maximum 2 trophies per car) in Trophy Category.
- \*\* A celebratory bottle to 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> Driver Overall in each category.
- \*\* Trophies to 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> Drivers in each Class in each category (maximum 2 trophies per car)
- \*\* Driver of the year in each category
- \*\* Rookie of the Year in each category
- \*\* The Cowell Award – Services to Britcar Endurance
- \*\* Media / Photographer of the Year – Britcar Endurance



**1.8.8 Praga Category : - The following trophies and prizes will be awarded at the end of the season:**

- \*\* Praga Cup grand prize - 1st placed eligible entrant in the Praga Cup - Ref 1.7.5**
- \*\* Trophies to 1st, 2nd and 3rd entrants in the cup. (Maximum 2 trophies per car)**
- \*\* Celebratory bottle to 1st, 2nd and 3rd in the Praga Cup.**
- \*\* Trophies to 1st, 2nd and 3rd drivers in the PRO and AM driver categories. (1 trophy per driver)**
- \*\* Celebratory bottle to 1st, 2nd and 3rd drivers in the PRO and AM categories**
- \*\* Driver of the year in each category**
- \*\* Rookie of the year**

**For an entrant (Team or Driver) to be eligible for the end of season prizes in the Praga CUP class, they must own the car that is participating.**

**Drivers participating in cars loaned or rented (not owned) are eligible for prizes in the drivers championship.**

- 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 in the absolute discretion of Britcar. Any teams requiring additional trophies can request these from the Championship Organiser and there may be a charge for these.

**1.9 ENTERTAINMENT TAX LIABILITY**

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

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

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

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





#### **1.10.1 TITLE TO ALL TROPHIES**

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

### **2 CHAMPIONSHIP EVENT MEETINGS & RACE PROCEDURES**

#### **2.1 RACE ENTRIES**

- 2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fee 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 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 Organiser Promoter in writing by 12 noon, a minimum of 8 calendar days before an event to enable the information to be included in the official event programme.
- 2.1.3 Withdrawal or alterations to an entry made after acceptance of any entry must be notified to the Championship Organiser in writing. Motorsport UK General Regulation D25.1.12 applies.
- 2.1.4 The deadline for any amendments is 6pm on the Thursday before 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 12 pm 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 the 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 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 position. If space permits they will race under an INVITATION title. No points will be gained.
- 2.1.9 INVITATION ENTRIES – Teams wishing to participate solely at a single event may do so but they will NOT receive Championship Points however they will receive trophies if they achieve class or overall top 3 success.
- 2.1.10 An INVITATION ENTRY and “one off” race entry FEE will be £ 100 plus VAT more than the stated entry fee plus £ 100 plus VAT membership per driver.

## **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 QUALIFICATION / PRACTICE**

- 2.4.1 There is no Free Practice
- 2.4.2 In Qualifying each entered driver must complete a minimum of 3 laps of qualification in the vehicle to be raced and in the correct session, in order to qualify for selection and order of precedence as set out in current Motorsport UK General Regulations Q12.4.
- 2.4.2.1 **PRAGA CATEGORY - Entrants must inform the Championship Coordinator the qualifying order prior to the first qualifying session of the day.**
- 2.4.3 The fastest lap in qualifying will determine the grid for the race. Race two grid will be the result of race one, after judicial proceedings are concluded. All entered drivers must complete a minimum of 3 laps, in the vehicle to be raced, in qualifying.
- 2.4.3.1 **PRAGA CATEGORY - Both drivers will compete in the qualifying session. The average time of the fastest lap of each driver pairing in the qualifying session prior to the race on that day will determine the grid for races. In the case of the qualifying session being suspended or disrupted, where there is a loss of session time for longer than 10 minutes, then the fastest time set by the car will be used to qualify with.**

**Cars that are part of the PERF class are to start the race from the back of the grid in their qualifying order regardless of their overall qualifying time.**



- 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 20 mins day and 1 x 30 mins night for rounds that feature night races. Rounds that feature night races will also include a night familiarisation session.

**2.4.6.1 PRAGA CATEGORY - AM Drivers are to start qualifying followed by the PRO Driver.**

- 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.

**2.4.7.1 PRAGA CATEGORY - If qualification is not run then the grid will be formed from the result of the previous race.**

- 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.

**2.4.10 PRAGA CATEGORY - A driver ID transponder system must be installed in all cars where 2.16.1 applies.**

**The driver ID system is to be changed between drivers in the pairing during qualification and the race. This change is only permitted when the car is stationary in the pits and is used to calculate the fastest average time. This is not required for single driver entrants.**

**It is the responsibility of the competitor to ensure that the module is working and safely fitted in a suitable position on the vehicle. Failure of the module may result in the competing vehicle being untimed and Motorsport UK Regulation Q12.8.1 applied.**

**If the Driver ID system is not changed or is not functional during the qualifying session the car will be classified as having failed equipment and Motorsport UK General Regulation Q12.8.1 will apply.**



## 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 Britcar Endurance Championship Official which driver is in the car at any point when requested.

**2.5.3.1 PRAGA CATEGORY - It is the responsibility of the team to advise the Championship Officials which driver is in the car prior to the start of the race and any point when requested during the race.**

**2.5.3.2 The Driver ID Transponder system ref 2.16.1 must be used to identify the driver in the car, it is the responsibility of the entrant to ensure this is changed during the race to notify the Championship officials of the driver in the car for timing purposes. The driver ID system is to be changed between drivers in the pairing during qualification and the race. This change is only permitted when the car is stationary in the pits.**

**If the Driver ID system is not changed or is not functional during the race the car will be classified as having failed equipment and Motorsport UK General Regulation Q12.8.1 will apply.**

## 2.6 STARTS

- 2.6.1 In a multiple driver team, no one driver may start more than one race per weekend.

**2.6.1.2 PRAGA CATEGORY – A Pro must start Race 1 and an AM start race 2. In the case of an AM-AM Pairing, the same driver must not start more than one race per event.**

- 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.
- 2.6.9 PRAGA CATEGORY - In accordance with Motorsport UK General Regulation Q 12.9.12 it is not permitted to change tyres between leaving the the designated assembly point and the start of the race, except in the case of force majeure (Puncture or Obvious Damage) with the permission of a scrutineer or if the clerk of the course has confirmed that there has been a change in weather conditions. No artificial heating devices, including special covers may be used during this period.**

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

- 2.7.1 As per the current Motorsport UK General Regulations.



- 2.7.2 Should a Red Flag/Light be required to stop any race or 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 SAFETY**

- 2.8.1 Each car will be allocated a dedicated space on the pit apron and any work carried out on the car, including the mandatory pitstop, may only be carried out in this dedicated space or in the team's pit garage or awning.
- 2.8.2 Cars must be parked at approximately 45 degrees to the prescribed direction of travel in the pit lane with the nose towards the garage side of the pit lane. Cars may only be worked on in the apron area of the pit lane and not the slow lane or the fast lane. Cars must be safely pushed back (NOT reversed under their own power) into the slow lane without impeding any other car and before being released by the car controller (see 2.8.11 and 2.8.13) into the fast lane of the pit lane. Cars may only use the slow lane of the pit lane to enter and exit their pit box. Cars using the slow lane to traverse an unreasonable proportion of the length of the pit lane will be subject to a penalty.
- 2.8.3 Penalties up to and inclusive of Disqualification from the meeting, attracting mandatory points on entrant and/or competitor's 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 Britcar 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 pit wall and can only be used to work on the car in the pitlane.
- Yellow x 2 – For pit wall timing purposes. Gives access to the pitlane apron and the pit wall, may be used to work on the car in the pitlane.
- White x 1 – For the pitlane car controller. This gives access to the pitlane apron and the pit wall (see 2.8.13 for restrictions).
- 2.8.13 Arm bands not worn on the arm or personnel in the pitlane or on the pit wall without an armband (including drivers) will incur a penalty for the competing car at the discretion of the Clerk of the Course (See 2.8.1 above)



- 2.8.14 The Car Controller (White Arm Band) is solely responsible for 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 60 mins	120 Seconds	1 STOPS

- 2.9.2.1 PRAGA CUP** The minimum pit stop time for any mandatory pit stop will be 120 seconds + any success seconds.  
**PERF class cars or single PRO driver entries as per 1.3.6 have a minimum pit stop time of 150 seconds.**

**The driver ID transponder system ref 2.16.1 must be used to designate the driver in the car. This change can only be made during a pit stop where a driver change is made.**



**Timing of pit stops are measured and monitored as per sporting regulation 2.9.5**

- 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 may be 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 Britcar Endurance Pit Speed Board. The total time taken by a competing vehicle between these two points in the pit lane will determine the length of the Pit Stops and will be monitored by the appointed Motorsport UK Official Timekeepers.
- 2.9.6 There will be a Pit Window for races up to and including a scheduled duration of 60 minutes
- 2.9.7 Each 60 minute race or under there will have a 15 minute pit window to make one mandatory pit stop, which will include any necessary refuelling, during this pit window.
- 2.9.8 The pit window will open 20 minutes after the race start and close 35 minutes after the race start. Time will be taken from the pit entry and pit exit timing line.
- 2.9.9 In a multiple driver entry, no one driver may do more than 60% of the race length
- 2.9.10 For the avoidance of doubt the race start time or the pit exit timing loop will identify the start of respective stints and chequered flag time or pit entry loop time will signify the end of a respective driving stint.
- 2.9.11 Additional Stops**
  - 2.9.11.1 Any additional stops that requires refuelling is a minimum of 120 seconds. Any further pit stops are not time limited.
  - 2.9.12 It is the sole responsibility of the team to manage the Pit Stop time. Any team shortening their pit-stop from the regulated time will receive a penalty.



#### 2.9.13 Standard Pit Stop:

2.9.13.1 At the first race of the event race weekend all vehicles will use the Mandatory pit stop times as a listed above in Art.2.9.2. For then for the 2<sup>nd</sup> race of the weekend there will be a success pit stop time added on (see Art.2.9.7). (see Art.2.9.12)

#### 2.9.14 Success Pit Stop

2.9.14.1 Trophy Teams will have Success Pit Stop time added onto the standard pit stop time for the 2nd race. This will be added as follows per class:-

1<sup>st</sup> : + 15 seconds

2<sup>nd</sup> : + 10 seconds

3<sup>rd</sup> : + 5 seconds

4<sup>th</sup> or below: No change Standard Pit Stop length to be used

**PRAGA CUP will have Success Pit Stop time added onto the standard pit stop time for the 2nd race. This will be added as follows per class:-**

**1<sup>st</sup> : + 20 seconds**

**2<sup>nd</sup> : + 15 seconds**

**3<sup>rd</sup> : + 10 seconds**

**4<sup>th</sup> or below: No change Standard Pit Stop length to be used.**

2.9.14.2 The penalty for re-grading of a driver pairing from AM-PRO to PRO-PRO will be treated as gaining an unfair advantage and a time penalty imposed in line with Motorsport UK General Regulation C.2.3 (G.5.3.7) during the mandatory pit stop.

The Clerk of the Course, or the Stewards of the Meeting, may impose a penalty for any competitor considered to have obtained an unfair advantage (whether inadvertently or not) of up to one minute if a race of more than 30 miles. The penalty may be increased to one minute for each completed racing hour, (for example a 2 hour race may impose a penalty of up to two minutes).

The performance related penalty will be imposed for all races remaining in the championship. Once a performance related penalty is imposed, the entrant will remain eligible for the Praga Cup and drivers championship.

2.9.15 If there is only one car in a class then the pit stop will remain the same as the standard race. If a vehicle doesn't classify and is deemed a NC - Not Classified or DNF - their Pit Stop for Race 2 will remain as standard.





This Success Pit Stop time (2.9.9) will apply to ALL mandatory pit stops during the second race at each round.

- 2.9.16 The Pit Stop times are NOT accumulative so the pit stop time for the first race at each event will be as standard as listed in Art.2.9.2.
- 2.9.17 The pit stop times will be issued in the Event Information Bulletin and available at Drivers Briefing or via the Team Managers WhatsApp Group.
- 2.9.18 Judges of fact will be monitoring pit stops and reporting any infringements to the Clerk of The Course.
- 2.9.19 Any Pit Stop must be under control of the Team Manager who must record who is in the car being driven on the circuit at any given time. Teams must advise the Pit Lane Marshal or a Britcar Pit Lane Team Member which driver is in the car once a driver change done.
- 2.9.20 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 Race Success Pit Stop Times.
- 2.9.21 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 MOTORSPORT UK Event Scrutineer must be advised that this refuelling will be taking place.
- 2.11.3 The garage door, pit lane side, must be closed and the door at the rear must be open.
- 2.11.4 During refuelling the vehicle must have its engine switched off and must be on its wheels and not on jacks.
- 2.11.5 Exhaust pipes and/or hot brake material in the proximity of the refuelling or venting connectors must be covered with flame-resistant material.
- 2.11.6 In all lanes in the Pit Lane, where a vehicles may roll from its stopped position, a suitable wheel chock is required.
- 2.11.7 During any re-fuelling operation in the pit lane, the designated Refueller and Fire Extinguisher Operator must be dressed in approved flameproof overalls, gloves, and balaclava to the specification in Motorsport UK Blue Book regulation Q 12.25.2 and K 9
- 2.11.8 No other work may be carried out whilst re-fuelling is taking place. The driver may only get back in the vehicle when re-fuelling has finished.



- 2.11.9 No re-fuelling may take place during any official qualification session. Cars must be fuelled sufficiently before the session and may not refuel until all cars are released from Parc Ferme conditions after the session
- 2.11.10 There will be nominated Judges of Fact, including but not exclusively event scrutineers observing all re-fuelling.

## **2.12 RE-FUELLING QUANTITY**

- 2.12.1 Refuelling quantity in each pitstop is free
- 2.12.2 From the moment that the Safety Car is deployed and crosses the pit exit timing loop or enters the circuit to the time that the Safety Car re-enters the pits and crosses the pit entry timing loop, no car may enter the pits to refuel. Any car requiring to refuel during a safety car will receive a penalty as defined in 4.2 This restriction does not apply to any car already in the pits at the time of the deployment of the Safety Car or any car that follows the Safety Car into the pit lane.
- 2.12.3 Failure to comply with above regulations will incur penalties as listed in section 4.2 of this document.

## **2.13 RACE FINISHES**

- 2.13.1 After taking the Chequered Flag drivers are required to:
- Progressively and safely slow down.
  - Remain behind any competitors ahead of them.
  - Return to the pit lane entrance/paddock entrance as instructed.
  - Comply with any directions given by marshals or officials.
  - Keep helmets on and harnesses done up while on the circuit or in the pit lane.
- 2.13.2 All races are of timed duration. In these races the chequered flag will be shown to the leader the next time they pass the finish line after the duration of the race time. If for any reason the race has to be shortened the chequered flag will be shown. If the chequered flag is displayed incorrectly then Motorsport UK General Regulations apply.

## **2.14 PARC FERME**

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



- 2.14.2 Any competitor who decides not to complete a session must still take their vehicle to the designated Parc Ferme area and may not return directly to the paddock or pit garage.
- 2.14.3 All vehicles are under Parc Ferme conditions from the moment **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-authorized persons being found within the area may result in penalties being applied including disqualification.

## **2.15 RESULTS**

- 2.15.1 All Practice Timesheets, Grids, Race Results are deemed 'provisional' until all vehicles are released from Parc Ferme by the 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.
- 2.15.3 Races over 90 minutes duration - Classification will be as per Motorsport UK regulations for Endurance races -Q9.1.5 refers.



2.15.4 Races less than 90 minutes duration - to be classified as a finisher, competitors must complete 50% of the distance covered by the winner of their class but need not be running at the time of the chequered flag. They may also take the chequered flag in the pit lane (Q12.28.4

## **2.16 TIMING MODULES, RADIO & CAMERAS**

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

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

**2.16.1 PRAGA CATEGORY** The Praga Cup requires a transponder system capable of transmitting driver ID for both CUP and PERF classes. These are available for purchase from TSL-Timing. The below transponders are recommended however any other unit approved by TSL Timing with a driver ID function that is changeable mid-session may be used;

- **Mylaps X2 Direct Transponder with X2 driver ID system installed.**
- **Mylaps TR2 Direct Transponder with X2 (TR2 compatible modification required) Driver ID System.**

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.

**2.16.2.1 PRAGA CUP - For single driver entries, the following transponders are approved and are available for hire or purchase from TSL Timing;**

- **Mylaps TR2 Transponder (Formerly AMB 260)**
- **Mylaps X2 Transponder (Formerly AMB Pro)**

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 no later than 15 minutes 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 ~~The Safety Car will be used~~ in free practice, qualifying and night familiarisation.
- 2.17.3 Please see Championship Regulations Art. 2.12.2 & 2.11 regarding the rules on refuelling during a Safety Car Period

## **2.18 JUDICIAL PROCEDURE**

- 2.18.1 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.

#### **3.2.1 PRAGA CATEGORY - Driving standards Advisor - TBC**

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.

3.7.1 The Championship Organisers reserve the right to decline an entry on receipt of a complaint.

3.8 Imperative clauses for officials enforcing these regulations

What is not expressly permitted by these Regulations is forbidden. For the benefit of any doubt, anything not specified in the sporting and technical regulations is considered as not permitted.

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



## **4 SPECIFIC CHAMPIONSHIP PENALTIES**

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

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

- Minimum Penalty: Motorsport UK General Regulations Section C.3.3 (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 ~~are to~~ 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.



## 4.2 CHAMPIONSHIP INFRINGEMENTS

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 <del>Stop and Go</del>
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

Technical Regulations are now a separate document. Please download the appropriate version for your category from the website or email david@britcar-endurance.com to receive your copy

5A Britcar Endurance Championship – Trophy Category

5B Britcar Endurance Championship – Praga Category

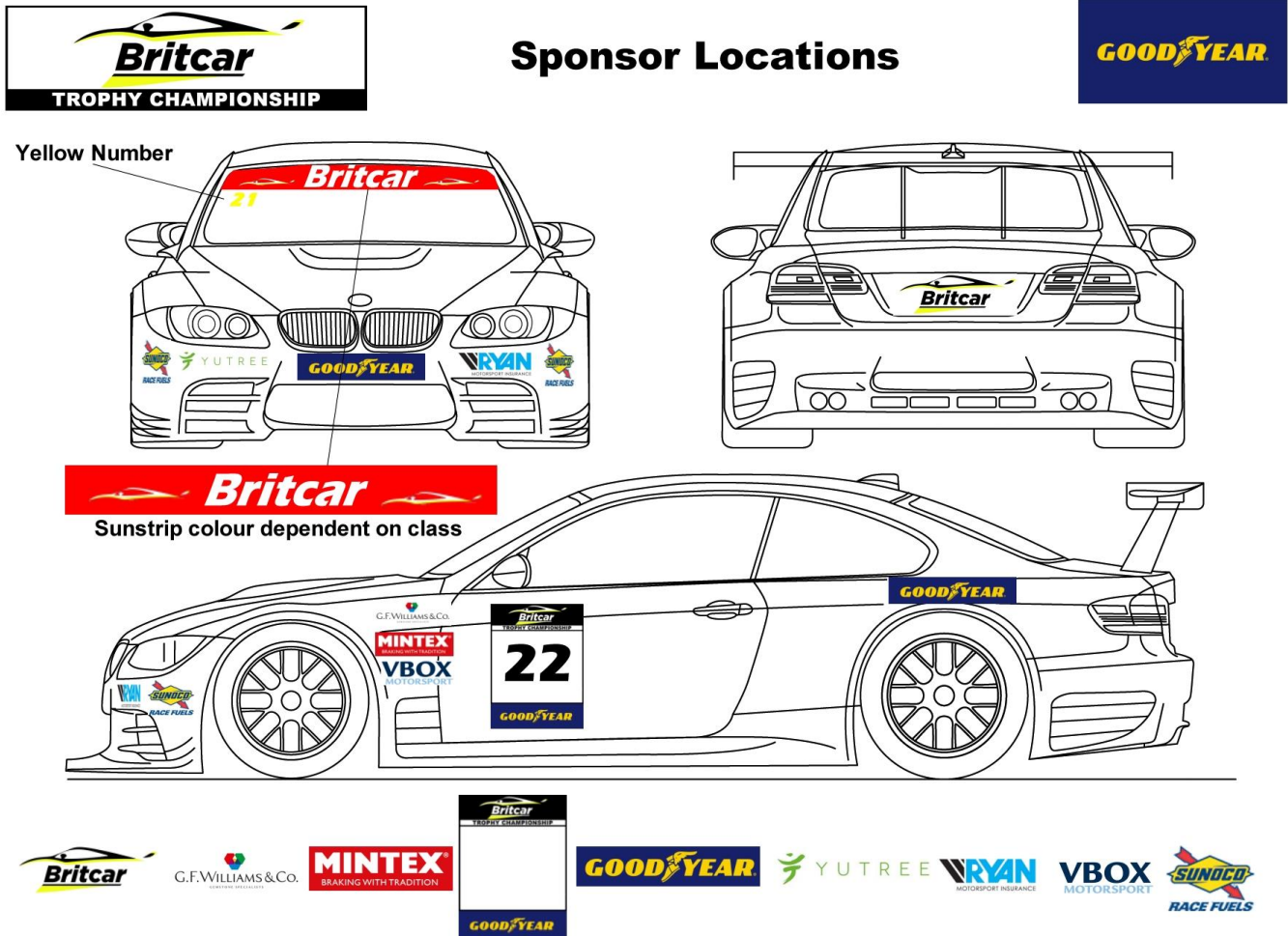
## 6 CHAMPIONSHIP INSIGNIA & VEHICLE DECALS

- 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 Britcar Endurance reserve the right to add or delete Championship sponsors at any time; new decals and overall badges will be supplied for no additional charge when this occurs. All championship decals are mandatory and must be placed as per layout sheets accompanying the decal packs issued by the Promoter.
- 6.1.4 Competition numbers must be positioned in accordance with as per 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.



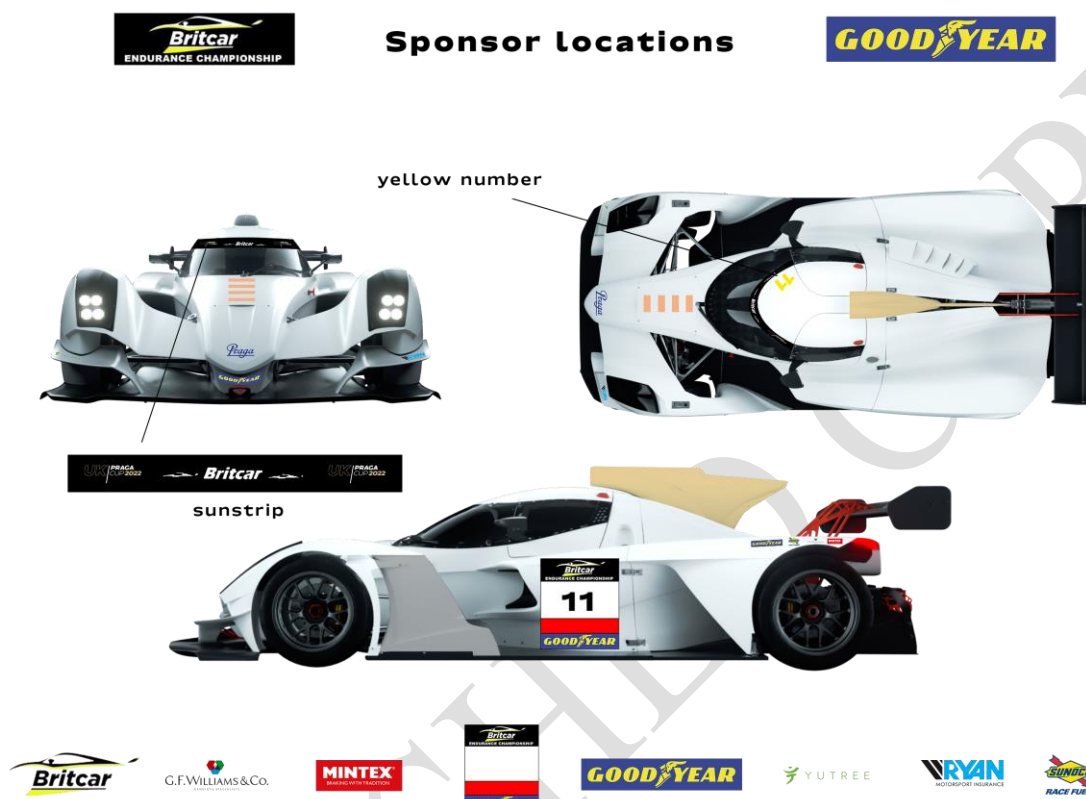
- Dashboard area visible to onboard camera to display car number and championship sponsors decal (size and layout tbc)

6.1.6.1 See 2022 Britcar Trophy Location map below:-





### 6.1.6.2 See 2022 Britcar Praga Cup Location map below:-



\*current branding on the picture doesn't have to match with original sticker dimensions

\*\*Gold, silver and bronze position are Praga Cup partners position. (TBC)

- 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.



6.2.1 See 2022 Britcar Trophy Overall Location map below:-

## Race Overall Badge Placement





6.2.2 See 2022 Britcar Praga Cup Overall Location map below



\*current branding on the picture doesn't have to match with original sticker dimensions

\*\*Gold, silver and bronze position are Praga Cup partners position. (TBC)



- 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.
- 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 Ltd have all ownership rights to the name Britcar, Britcar Endurance and The Britcar Endurance Performance Indicator (BEPI).
- 6.3.2 It is a condition precedent of entry to the Championship that the Entrant and all driver competitors grant to the Organisers a non-exclusive royalty free worldwide licence including the broadcast footprint of any visual media satellite transmission for the use and reproduction and broadcast in any 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 Britcar office.

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

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



- 6.4.2 Payments for Trophy entries can be made by BACS Payments. For details contact Claire Hedley on 01428 288008 or by email at [Claire@britcar-endurance.com](mailto:Claire@britcar-endurance.com) or by Cheque made payable to Hedley Cowell Events Ltd and sent to Po Box 140, Liphook, Hampshire, GU30 9BU.
- 6.4.3 With regard to refunds there are NO refunds on deposits paid for rounds
- 6.4.4 No refunds or transfer of monies will apply if circuit or organisers do not refund Hedley Cowell Events.
- 6.4.5 Any team withdrawing 7 days prior to the race weekend will get a full refund less their deposit BUT if any team withdraw between 7 days and the race weekend then there are NO REFUNDS as policy.

## **6.5 RADIO COMMUNICATION**

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

## **6.6 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 disrespecting or abusing another competitor / team or official whilst on TV will be asked to see the Clerk of the Course and the Championship Organiser.
- 6.6.6 It 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 Co-ordinator      Claire Hedley  
P O Box 140, Liphook,  
Hampshire, GU30 9BU  
Tel: 01428 288008  
Mobile 07534 365894  
Email:- [claire@britcar-endurance.com](mailto:claire@britcar-endurance.com)  
Finance:-      [accounts@britcar-endurance.com](mailto:accounts@britcar-endurance.com)



7.1.2 BARC:

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

Telephone: 01264 882209  
Email: [dwheadon@barc.net](mailto:dwheadon@barc.net)

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

7.1.4 Eligibility Scrutineer (PRAGA) **Martin Robertson C/O Praga UK**

7.1.5 Championship 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](mailto:david@britcar-endurance.com)

**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**

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](mailto:office@hptyres.com)

#### **7.1.6 FUEL SUPPLY**

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

#### **7.1.7 Praga official rolling road:**

**Litchfield Motors  
Highfield Business Park  
Tewkesbury Road  
GL19 4BP**

#### **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/MSC. but they are enforceable mandatory contractual provisions between Britcar and all competitor drivers and entrants and teams.
- 7.2.2 It is a condition precedent of Entry to the championship that in the event of cancellation or suspension or schedule variation of the championship or of any event or part of an event comprising the championship then none of the Venue owner or Organisers shall be liable for any consequential loss or damage including but not exclusively loss of income of profit or of wasted expenditure suffered by any Entrant or competitor as a consequence of such cancellation.
- 7.2.3 In view of Art.7.2.2 above Britcar recommends that cancellation insurance is taken out by the Entrant/Competitor





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

### **7.3 HEALTH AND SAFETY AND ENVIRONMENTAL**

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



## APPENDIX A RACE WITH RESPECT

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

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

[Motorsportuk.org/racewithrespect](https://Motorsportuk.org/racewithrespect)

#RaceWithRespect

### The Values

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

I pledge to #RaceWithRespect and:

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

Any breach of these obligations may result in disciplinary action.