



Equipe Historic TC, GT & Sports car Championship 2026

FOREWORD (Title & Jurisdiction)

The 2026 Equipe Historic TC, GT & Sports car Championship ("the Championship") Permit is granted by the ASN ("Motorsport UK") to and held by Equipe Classic Racing (ECR).

The Championship Events are organised, promoted and administered by Equipe Classic Racing.

The Championship is organised pursuant to the National Competition Rules of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) (the "NCR"), these Championship Regulations.

For the purposes of these Championship Regulations ECR shall be referred to as the Organisers and shall be accountable to the ASN as the Championship Permit Holder.

These Regulations may be subject to changes and additional safety measures in accordance with any pandemic or other protocols issued by the organising club, ECR or venue and supplemented by the various Governments and National Sporting Authorities (ASNs).

Any such changes or measures will be communicated to the Teams through Event Bulletins and/or Final Instructions.

The Organisers reserve the right to issue Championship Bulletins amending or clarifying the Regulations in accordance with NCR Ch.3 App.10 Art.4.2 at any time before or during the Championship and further issue additional statements concerning the regulations from time to time, subject to ASN approval.

All such statements will be issued by Championship Bulletin to the ASN and to all registered Competitors, either by e-mail, website or delivery by hand. It is the responsibility of the registered Competitors to notify all members of their Team and ensure that they are fully aware of the Regulations and any subsequent clarifications and/or amendments. It is a condition of entry into the Championship that all Competitors, Teams, Team members and persons associated with any of the above agree to be bound by the Regulations including any amendments, variations or statements relating thereto.

The Championship is reserved for FIA-homologated TC, GT and GTS cars as defined by the applicable Technical Regulations and must conform to current FIA Historic Technical Passport (HTP) specification and be accompanied by an Equipe Technical passport (ETP) which will outline any additional allowances. GTP specification cars will be considered on an individual basis. **TVR Griffith are prohibited.**

The Championship comprises 1 title of Equipe Historic TC, GT and Sportscar Champion for Drivers.

Certain aspects relating to the application of the Championship regulations have been entrusted to the Sporting Board and Technical Board subject to ASN approval as required by the NCR.

Terms used in these regulations such as 'Event' and 'Competition' and 'Competitor' are defined as in the NCR Ch.1 App.1 (Definitions and Nomenclature). Within these Sporting Regulations, terms referring to natural persons are applicable to all genders.

The Equipe Historic GT & Sports Car Championship follows the Race with Respect code –

<https://www.motorsportuk.org/racewithrespect/>

Motorsport UK Championship Permit No: TBA
Race Status: National Open
Motorsport UK Championship Grade: A

1 REGULATIONS

1.1 The final text of these Sporting Regulations shall be the English version, which will be used should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not form part of these Sporting Regulations.

1.2 These Sporting Regulations come into force on 1 December 2025 and replace all previous Sporting Regulations regarding this Championship.

1.3 These Regulations are subject to permitted changes and additional safety measures as provided for above (see Foreword).

1.4 Any revisions or clarifications to the Sporting Regulations when authorised or allowed under the NCR shall be communicated via a Championship Bulletin or given for a specific Competition in the Supplementary Regulations or Final Instructions for an Event, will be supplementary to the original Regulation(s). The Drivers' Briefing Notes, associated presentations and any season Briefing Notes issued are Official Documents (NCR Ch.3 App.10) which must be complied with.

2. GENERAL UNDERTAKING

2.1 All Drivers, Entrants and Officials participating in the Championship undertake, on behalf of themselves, their employees and their agents, to observe all the provisions of the Regulations of the Event(s) and the Official Documents (NCR Ch.3 App.10) and the Technical Regulations (of Appendix K to the FIA International Sporting Code) and the Equipe Technical passport (ETP).

3. GENERAL CONDITIONS

3.1 It is the Entrant's obligation to ensure that all persons concerned with the entry observe all the requirements of the Official Documents (NCR Ch.3 App.10). By registering for the Championship all competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code

3.1.1 Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Clerk of the course who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to Motorsport UK.

3.2 Each Entrant must nominate their representative(s) in writing on the entry form. If an Entrant is unable to be present in person at any Competition then the representative must be nominated by the Entrant in writing to the Championship Co-ordinator. A person having charge of an entered car during any part of a Competition is responsible jointly and severally with the Entrant for ensuring that the requirements are observed.

3.3 Competitors must ensure that their cars comply with the conditions of eligibility and safety and with the Technical Regulations throughout the Competition.

3.4 The presentation of a car for scrutineering will be a statement of the conformity of the car.

3.5 All persons concerned in any way with an entered car or present in any other capacity whatsoever in the paddock, pits, pit wall, pit lane, or on the track, must wear an appropriate pass at all times

3.6 All Drivers, Entrants and Officials participating in the Championship must hold current and valid licences.

For Equipe Historic GT & Sportscar Championship the minimum requirement for Entrants Licences is an Entrant national Licence.

For Drivers, the minimum requirement is an MSUK National Licence or equivalent licence such as the International Licence for Drivers with Disabilities and, where applicable, valid licences and/or authorisations issued by their ASN.

The Drivers must be in possession of a current medical certificate of aptitude and both Entrants and Drivers must, where appropriate, have permission from their ASN to compete in the relevant Competition. 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 the education establishment.

3.7

- a) Results remain provisional until all Judicial and sporting matters and technical Scrutineering are completed.
- b) Until the final classification is published, all Teams must have one nominated person available to attend on request before the Clerk of the Course and/or the Stewards of the Event to represent the Competitor and to sign for any Judicial Decisions.
- c) The Team Messaging application must be monitored until the final classification is published.
- d) Should the person designated as Team Manager for the Event not be available until results are final, the Team should nominate one or more additional personnel who are able to represent and sign for the Team. This person or people must be listed on the sheet that will be available at the Team Managers' administrative checks. Any changes or additional personnel after this point should be notified directly to the Championship Co-ordinator and Clerk of the Course.

4. ELIGIBLE CARS

4.1 Competitions are first and foremost reserved for the following categories of cars:

4.2 Any GT or Sports Car (GTS) from FIA period E and F that raced internationally prior to 31st December 1965 and runs to current FIA Historic Technical Passport (HTP) specification and a has current Equipe Technical Passport (ETP)

4.3 Classes

Class 1: engine capacity up to 1300cc

Class 2: engine capacity from 1300cc to 1775cc

Class 3: engine capacity from 1776cc to 2750cc

Class 4: engine capacity from 2750cc to 3000cc

Class 5: engine capacity from 3000cc and above

Marcos 1800 GT will be Class 2

Ginetta G4R will be Class 5

4.4 Rev Limits

Lotus Twin cam	Max Limit 8200 RPM
MG B Series	Max Limit 7000 RPM
Austin Healy 3000	Max Limit 7500 RPM
Jaguar E Type	Max Limit 6800 RPM
Any V8	Max Limit 7000 RPM
Mini A series	Max Limit 8200 RPM
MG A series	Max Limit 7700 RPM
Lotus Climax	Max Limit 7700 RPM
Triumph TR 2138	Max Limit 7000 RPM
Porsche 2.0	Max Limit 7500 RPM

All other engines to be agreed on a case-by-case basis.

All Cars are to run with a MSD 6 AL ignition Box with and anti-tamper seal in place and set at its maximum Revs by the Championship Eligibility Scrutineer.

At all times throughout each Competition all cars must respect a noise limit of 105db(A) at $\frac{3}{4}$ of maximum RPM. This measurement will be taken at a distance of 0.5 metres from the exhaust outlet level at an angle of 45° with the exhaust axis. In all other ways the examination will be performed in accordance with NCR Ch.7 App.8 Art.2-Art.3

Non homologated exhaust/silencing components can be fitted to ensure compliance with the noise limit of 105db(A). These non-homologated components must be approved by the Championship Eligibility Scrutineer.

The exhaust system must not be provisional. Exhaust gas may only exit at the end of the system. Parts of the chassis must not be used to evacuate exhaust gases.

If a vehicle type has a problem complying with the Championship noise regulations Teams may formally propose to the Championship Eligibility Scrutineer to change components homologated for use as part of the car's exhaust system for other parts. This will always be subject to acceptance by the Championship Eligibility Scrutineer. If accepted, these parts must be available to all other Teams in the Championship with the same car model, at cost price.

In exceptional circumstances, the Promoter reserves the right to accept "Guest" cars in the whose Technical Form is temporary or incomplete, or which are recently out of homologation. These cars and their Drivers will not score any points and will be considered invisible in terms of points attribution.

All cars must be in conformity with the list of safety features according to Technical Regulations for Appendix K of the FIA International Sporting Code.

Any cars fitted with adaptations solely for the purpose of allowing their use by Drivers with disabilities will be authorised. These adaptations must conform with the NCR and must be registered and approved by the Technical Board and the Championship Eligibility Scrutineer and the Organisers. Any such cars must carry the universal logo approved by the FIA Disability and Accessibility Commission distinguishing them as a disabled Driver, on both car doors, and at the front and rear of their Competition vehicle during both Competition and testing in accordance with Appendix L Chapter I Article 18.5.2 of the FIA International Sporting Code and NCR Ch.6 App.2 Art.9.7.

Cars with permission of the Technical Board: The Technical Board may request that the Sporting Board determine if any such cars should be invisible in the results and whether they should be eligible for podiums and/or points. The Decision is not Appealable and such cars / Drivers shall be Guests of the Championship.

5. CHAMPIONSHIP COMPETITIONS

5.1 Each Competition is deemed to include administrative checks, technical Scrutineering, all practice sessions whether qualifying or not, the warm-up if there is one and the race(s) itself.

5.2 The Championship is made up of Competitions consisting of

One Qualifying session of 30 minutes and One race with a maximum duration of 60 mins (with the exception where we use 1 Qualifying session and have 2 x 1 Hour races over 2 days, in this case we will use the 2 fastest qualifying times to form each grid. The fastest time will form grid one and the second fastest time will form grid 2)

5.3 The leader will be shown the chequered flag when the control line (the Line) is crossed at the end of the lap during which the prescribed period ends. If the leader is stopped, the chequered flag is presented to the next-best placed car running on the track.

5.4 The Line is a single line which crosses both the track and the pit lane.

5.5 The maximum number of Competitions in the Series is set at 7.

5.6 The definitive list of Competitions is published by the Promoter before December 1st, 2025. However, in case of force majeure, the Promoter reserves the right to modify this date as well as the format and number of the Competitions, in which case an official Championship Bulletin will notify all registered competitors and neither the Championship Organisers, nor the race organisers and promoters shall be liable for any consequential loss or damages.

5.7 A Competition may be cancelled in case of force majeure, or with the agreement of the ASN or the Hosting ASN where applicable and the Promoter.

5.8 Competitors are responsible for ensuring there are no travel or other restrictions which would affect participation in any Event entered.

6. THE TITLES

6.1 The following titles will be awarded:

The Equipe Historic TC, GT & Sportscar Championship Drivers' title will be awarded to the Driver(s) who has(have) scored the highest number of points, taking into consideration all the points obtained during the Competitions which have taken place.

6.2 Not used

6.3 Not used

6.4 Eligibility for Points

- a. Drivers entered in a full season of the Equipe Historic TC, GT & Sportscar Championship will score points towards the Drivers title.
- b. One-off or returning Race-by-race Competitors which do not comply with above will not score points towards the Drivers classifications, except for drivers who have previously competed for a full-season Competitor and with the approval of the Sporting Board and ASN. Any such exception will be notified in writing in accordance with NCR Ch.3 App.10.

6.5 Equipe Historic TC, GT & Sportscar Championship Driver title

Overall Driver title:

Points will be awarded to eligible Drivers according to the overall classification of all races counting towards the Equipe Historic TC, GT & Sportscar Championship.

The point scales for each individual Competition as set out in Article 7

6.6 Drivers finishing in the top three positions in the classification of each category in the Championship must attend the end of season prize giving ceremony which will take place at a date and location to be determined.

Should they fail to attend, their trophy will be forfeit. In the case of Classes with fewer than three regular cars entered, only the Class Winners must attend the Ceremony. All Entrants shall use their best endeavours to ensure that their Drivers attend as aforesaid.

6.7 Additional Trophies and Awards

6.7.1 Trophies will be awarded at each round to the 1st, 2nd and 3rd placed Drivers in class (Based on a 3-5 rule. 3 in class 1st will be awarded only, 5 in class the 1st and 2nd and 3rd places will be awarded trophies)

6.7.2 The Overall Championship will be awarded to the 1st, 2nd, 3rd placed Driver(s) who have amassed the most amount of points from the 6 counting rounds

Championship trophies will be awarded at the end of the season to 1st, 2nd and 3rd placed Driver(s) in each class,

6.7.3 Note that in order to be awarded a Championship trophy, any drivers and/or driver pairings must have competed in at least 5 of the races during the season. Overall championship winners will receive an overall trophy only and not a class trophy too.

6.7.4. Additional prizes and trophies may be awarded.

6.8 Not Used

7. POINTS

7.1 Points classifications will be published on the Championship website by close of play on the Monday after the end of each Competition.

Any dispute concerning the award of Championship points will be decided by the Championship Clerks.

Any queries or challenges concerning Championship points awarded must be submitted to the Championship Co-ordinator within 7 days of the first publication of the points in dispute (NCR Ch.2 App.5 Art.2.1 refers).

The points classifications will be considered final 7 days after the end of the last Competition of the season and, subject only to any ongoing judicial or sporting matters, from that point no further amendments or corrections will be made subject only to manifest error and the authority vested in the ASN.

Race by Race entries as defined in 6.4 (c) will not score points and will be considered invisible in terms of points allocations.

7.2 Not used

7.3 60-minute Races – Driver Points

Points are awarded for overall Class position (Please note only points are given for class positions and not overall finishing position)

Full points will be given for 4 or more in a class. according to the following scale:

1st: 30 points
2nd 27 points
3rd: 24 points
4th: 21 points
5th: 18 points
6th: 15 points
7th: 12points
8th: 9 points
9th: 6 points
10th: 3 points

Should there be less than 4 in a class the following scale will be applied:

1st : 20 points
2nd : 17 points
3rd : 15 points

If a race is suspended and not resumed, points will be awarded equally to all Drivers sharing one car.

7.4 Not used

7.5 Not Used

7.6 The best 6 of 7 rounds to score points dropping the points from the worst round score.

7.6.1 A Joker card will be available to be used once per season and at any competition of the Drivers choice. The Joker card when used will double any points gained. The Joker Card can only be played by notifying the Championship co-ordinator prior to 6PM on the Friday before any competition. No Card will be accepted after this time. Should a Joker card not be presented at any of the rounds then it will be deemed as invalid and therefore cannot be backdated to previous competitions.

7.7 If a race is suspended under Article 47 and cannot be resumed:

- No points will be awarded to the Competitors or Driver crews if the leader has completed less than two laps.
- Half points will be awarded if the leader has completed two or more laps, but less than 75% of the original race time, and as long as the results include at least one lap which took place outside Safety Car or Full Course Yellow conditions.
- Full points will be awarded if the leader has completed more than 75% of the original race time and as long as the results include at least one lap which took place outside Safety Car or Full Course Yellow conditions. All points will be rounded up to the nearest half or whole point should and half points be awarded due to a race being finished early as per the above.

The above-mentioned conditions will be based on the number of laps as shown on the published results as the basis for the final classification.

7.8 Dead Heats

Prizes and points awarded in accordance with the classification of each Competition to Competitors who tie will be added together and shared equally.

7.9 If two or more Drivers finish the season with the same number of points, the higher place in the Competition shall be awarded to:

- a. The holder of the greatest number of first places based on the final classification of the races which have taken place
- b. If the number of first places is the same, the holder of the greatest number of second places based on the final classification of the races which have taken place,
- c. If the number of second places is the same, the holder of the greatest number of third places based on the final classification of the races which have taken place, and so on through the point-scoring positions until a winner emerges.
- d. If the above-mentioned procedure fails to separate two or more Drivers, then whoever finishes ahead in the final race of the season will be deemed to have finished ahead of the other in the Championship.

e. Special case: Drivers of the same car who have formed the same crew during all the Competitions in the Championship in which they have scored points and who finish with the same number of points will share the same place in the Championship.

Examples: Drivers 1 and 2 of car A will be classified equal first in the general classification of the Championship; Drivers 1 and 2 of car B will be classified equal second and so on until the last classified crew finding itself in this situation.

Note: the number of first, second etc places are based on the final classification of the races which have taken place.

7.10 Not used

8. ORGANISER, ORGANISATION AND INSURANCE

8.1 An application to organise a Equipe Historic TC, GT & Sports car Championship Event must be made to the ASN or the ASN of the country in which the Event is to take place in conjunction with the Promoter.

8.2 Not used.

8.3 The Organiser of an Event must ensure that relevant insurance is in place in accordance with NCR Ch.3 Art.15 and NCR Ch.1 App.3. If appropriate, for overseas Events an equivalent level of insurance must be in place as a minimum.

9. OFFICIALS

9.1 The following Officials are appointed for the Equipe Historic TC, GT & Sportscar Championship

9.1.1 Championship Co-ordinator: Rob Cull

9.1.2 Licensed Eligibility Scrutineer: Kevin Moore

9.1.3 Permanent Race Director/Clerk of the Course: Andy Stevens

9.1.5 Stewards of the Event: Supplied by MSVR

9.1.6 Sporting Board: TBA

The role of the Sporting Board will be to adjudicate on Driver categorisation and Driver pairing matters and any similar matter arising. Any competitor who is dissatisfied with the Board's decision may appeal such decision in writing to the Championship Clerk.

9.1.7 Technical Board: Rob Cull, Kevin Moore

9.1.7.1 The role of the Technical Board is (a) to determine matters in relation to the Technical Regulations of the Championship (once published these Technical Regulations are subject to NCR Ch.3 App.10 Art.4.2)

9.1.7.2 The matters within the jurisdiction of the Technical Board thus include (but not exclusively):

a) Approval of cars eligible to Enter the Championship (Note: eligibility at Events remains the jurisdiction of the Chief Scrutineer and the appointed Scrutineers at the Event).

b) Variations or modifications to a car against its Homologation and or Technical specifications.

9.1.7.3 A Competitor has the right of Appeal to the Championship Clerk against a Decision of the Technical Board under 9.1.7.2 (a) and (b) above.

9.1.7.4 A Competitor has the further right of Appeal to the ASN National Court against a Decision made by the Championship Clerk under 9.1.7.3 above.

9.1.8 Not used

9.2 Not used

10. CONDITIONS FOR THE PARTICIPATION OF DRIVERS AND COMPOSITION OF THE CREWS

10.1 Driver Line-ups per Car

a) The Equipe Historic TC, GT & Sportscar Championship Am

Driver categorisations will be applied, and the following maximum line-ups will be accepted:
Bronze / Bronze or equivalent.

10.1.1 The composition of the crews must be sent to the Promoter at least 14 days before the start of each Event. Any modification to a crew is prohibited after the end of the administrative checks except in case of force majeure acknowledged by the Organiser and/or the Clerk of the Course.

10.1.2 Not used

10.1.3 Not Used

10.2 Eligibility of Drivers

10.2.1 The Organisers reserve the right to decide if a Driver is eligible for the Equipe Historic TC, GT & Sports Car Championship.

10.2.2 Not used

10.2.3 Final Round

The Equipe Historic TC, GT & Sportscar Championship is primarily intended for Driver crews competing together throughout the season to claim the title. Therefore, during the last round of the Equipe Historic GT & Sportscar Championship, the following situation will not be authorised in any category, except in a case of force majeure recognised as such by the Sporting Board:

- Any change in terms of the line-up

10.2.4 Criteria for Acceptable Changes in Line-up

The decision on the acceptability of any changes will be made by the Sporting Board who may decide not to accept any like-for-like changes or to accept any driver new to the series, or who may decide to allow any such line-ups to compete but to decide that they will be invisible in terms of the awarding of points

10.3 Not Used

10.4 Driver Categorisation & Derogations

10.4.1 Categorisation

Drivers wishing to compete in the Equipe Historic GT & Sportscar Championship must be categorised by Equipe Classic Racing Drivers who are not categorised must send in a record of achievements to ECR at the latest fourteen days prior to the beginning of the first Event in which he or she wishes to take part. The list of Competitors allowed to take part in the Competition will indicate the category attributed to each Driver.

10.4.2 Temporary Categorisation

The Sporting Board will temporarily categorise Drivers who announce themselves with their record of achievements after the Event has already begun. Any such provisional categorisations will only be valid for that one Event and will not constitute a full categorisation. Drivers who have not been categorised will not be allowed to take part in any Competition.

10.4.3 Derogations

For the purposes of this Championship, the Sporting Board retains the right to make any amendments to the Categorisation of any Driver according to the criteria of the Equipe Historic GT & Sportscar Championship.

Any derogations will be notified to the affected Driver in writing and will be an Official Document (NCR Ch.3 App.10).

10.4.4 Should a competitor disagree with the assessment made by the Sporting Board, they may appeal such decision in writing to the Championship Clerk.

11 COMPETITORS' APPLICATIONS AND CONDITIONS OF ENTRY

11.1 Limitations on entries – Pre-registration

The maximum number of full-season entries that will be accepted for the Equipe Historic GT & Sportscar Championship is 34. Should more than 34 entries be received, a selection process will be made by ECR and a reserve list will be produced.

Race by Race Entries may be accepted at selected rounds where there is capacity available. Acceptance or rejection of an entry is entirely at the discretion of the Promoter.

11.2 Eligibility for Points

Race-by-race Competitors as defined in 6.4(c) will not score points towards the Drivers or Teams' classifications in any event in the Equipe Historic TC, GT & Sportscar Championship. Any such Competitors will be invisible as far as scoring points is concerned.

11.3 Conditions of Entry

Full-season and race-by-race Competitors are accepted.

Application forms to enter the Equipe Historic TC, GT & Sportscar Championship on either a full-season or race-by-race basis can be found on the website www.equipeclassicracing.com

Full season Competitors in the Equipe Historic TC, GT & Sportscar Championship

Applications to compete in the Equipe Historic TC, GT & Sportscar Championship must be submitted to ECR on the entry form available on the Championship website.

The Official opening date for entry into the Championship is November 1st, 2025.

The entry form must be submitted with the 2026 confirmed Driver line ups and payment made by the deadline defined by ECR.

The registration and entry fee is set as: Before 31st December £7500 per car. After 1st January £8500 per car. Full season entries close 2 weeks prior to the first event .

A second driver fee will be an additional £1,000 for the full season.

This season entry fee includes mandatory entry in all the Competitions in the Equipe Historic TC, GT & Sportscar Championship, including Media/ Track Day

Race-by-Race entries are set as follows, per car per Competition: £1275 All Tracks (Silverstone GP and BH GP £1400)

The second driver fee is £150 per Race-by-Race entry.

The deadline for entries is fourteen days before the start of the Competition in question.

Entries are not transferable; entry fees are not refundable.

The application shall include:

1. Confirmation that the applicant has read and understood the 2026 NCR, the Technical Regulations and the Sporting Regulations and agrees on its own behalf and on behalf of everyone associated with its participation in the Championship, to observe them,
2. The name of the Entrant (as it appears on the licence),
3. The name of the Official Team representative, authorised to sign on behalf of the Team/ Driver,
4. A copy of the Entrant's licence issued by the ASN,
5. The make and model of the competing car(s),
6. The category in which the car will compete,
7. A fully completed and accepted Equipe Technical Passport
8. The names of the Drivers,
9. For full-season Competitors only, an undertaking by the applicant to participate in every event,
10. The full payment of the entry fees.

All Competitors must abide by the guidelines set down in terms of sponsorship from Championship partners

The Promoter reserves space on the cars of all Competitors

12 PASSES, ACCESS TO THE SITE

Note that the information in this section will be adjusted according to the Protocol in place for any specific Event, which will be detailed in the Supplementary Regulations or Final Instructions or another Official Document for that Event (NCR Ch.3 App.10).

12.1 Any participant present in any capacity whatsoever in the reserved areas must wear their pass in such a way that it is clearly visible. The Promoter alone is empowered to issue passes.

12.2 Passes

12.2.1 The following passes will be issued:

Full Access Passes: access to the whole site, including paddock, pit garages, pit lane and pit wall, with no restrictions in terms of clothing.

Access to the pit wall signalling area is limited to working Team members only wearing a pit wall pass in the area reserved for the Team (4 issued).

Paddock Passes: general entrance and access to the paddock.

Media Passes: general entrance, access to the paddock, media centre and starting grid. Access to track roads and pit lane is only authorised with appropriate sticker and tabard as stated in media briefing documents.

12.2.2 Passes may only be used by the person for whom they are intended and for the purpose for which they have been issued.

12.3 Access

Teams are not allowed to exclude participants with Full Access or Media passes from their pit garages and are not authorised to produce or distribute additional passes which supersede those passes distributed by the Promoter. Team members are restricted to the area of the pit wall opposite their own garage.

Officials and the Promoter's representatives with Full Access passes will have access to any Team areas within the circuit boundaries.

12.4 Not used

12.5 Numbers of Passes

The following passes will be given for each car entered during the 2026 season:

Pitlane 8

Pit Wall 4

Paddock 8

Car Passes 4

Please note that the amounts above may be altered in cases of force majeure.

13. DRIVER DESIGNATIONS AND CHANGES OF DRIVER

13.1 Driver Numbers and Limits

13.1.1

Throughout any Competition, no more than two Drivers may drive one and the same car.

Driver Designation for Starting Driver

- The Team must declare the starting Driver no later than 30 minutes after Qualifying. After this point, no changes may be made to the Driver order without the approval of the Clerk of the Course

A driver may race alone, with special permission from the Organisers and the Sporting Board, in the following circumstances:

- a Driver holding an international licence of participants with disabilities
- An AM driver

13.2 Driver Changes

- a. During any Competition, a Driver is not authorised to change from one car to another. Each Driver may only be nominated to drive one car.
- b. A change of Driver may only take place before the start of qualifying and with the consent of the Clerk of the Course. NCR Ch.3 App. 11 Art.1.1. l applies.
- c. Any changes in the Driver order once published may only be authorised by the Clerk of the Course following the submission of a written request from the Competitor. Such an authorisation will only be given in exceptional circumstances or in cases of force majeure. Failure to abide by the declared qualifying Driver order or race start Driver order will be reported to the clerk of the course who may issue penalties in accordance with the NCR.
- d. After the start of qualifying, any Driver changes will only be accepted in cases of force majeure and subject to the approval of the Clerk of the Course who may impose any restrictions, conditions or penalties in accordance with the NCR. NCR Ch.3 App. 11 Art.1.1.m applies.
- e. Any change of season driver lineup, at any time during the season is subject to the criteria listed in Article 10.2.4 and must be approved by the Sporting Board. Any such change may be subject to a penalty.
- f. Any change of driver must be notified at the latest seven days before the start of any event. After this time, except in cases of force majeure, the organiser reserves the right to refuse the change.

13.3 Driving

The Driver must drive their car alone and unaided.

14. INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

a. The Organisers or the Race Director/Clerk of the Course may give instructions to Competitors by means of special circulars in accordance with the NCR when they shall be Official Documents (NCR Ch.3 App.10). These circulars will be distributed to all the Competitors, who must acknowledge receipt when requested, in which case the signature of the Competitor or of their designated representative is mandatory.

The Clerks and/or Race Director may issue Bulletins and/or communications which will be posted on the Digital Notice Board (NCR Ch.3 App.10) without requiring individual signature Competitors. These will be valid immediately on posting and Competitors will be responsible for monitoring such communications throughout each Event.

14.2 All classifications, starting grids, and results of practice and the race, as well as all decisions issued by the Officials, will be posted on the Digital Notice Board for the Equipe Historic TC, GT & Sportscar Championship (NCR Ch.3 App.10).

14.3 All Teams must be connected and are required to monitor the Equipe Historic TC, GT & Sportscar Championship Team Messaging System at all times during each Event.

14.3.1 Race Control will not respond to enquiries about other Competitors.

Examples of permitted requests to Race Control are:

- a. Any information requested by Race Control or the Race Director
- b. Reports of on-track issues, e.g. contact between cars, passes under yellow. These reports need time, location on track and the specific concern. Vague reports may receive lower priority. These reports do not constitute a formal Protest
- c. Requests for cars to be released from Parc Fermé conditions (after an incident)
- d. Driver transponder issues

14.4 Any decision or communication concerning a particular Competitor must be delivered as soon as possible and receipt must be acknowledged. The Equipe Historic TC, GT & Sportscar Championship Team Messaging system may be used to send summons and documents and for Teams to confirm receipt.

14.5 Ship to Shore radio systems are prohibited

15.1 Any Incident in the paddock, pit lane or on the track, such as provocative acts of any kind, verbal or physical threats, inappropriate comments on social media networks or unsporting behaviour, or any action or occurrence in relation to any Event(s) or Competition(s) that could be considered to be in contravention of the spirit of Equipe Historic TC, GT & Sportscar Championship which is committed by a Team member or a person under the responsibility of a competitor may be reported to the Clerk who will take Judicial action. The Team will be held responsible for the actions of the persons connected with their entry and may be penalised accordingly.

The Clerk may penalise pursuant to the NCR any unsporting behaviour from a competitor or Driver that is deemed to be contrary to the spirit of the sport and fair play.

Motorsport UK Race with Respect code of conduct also applies.

15.2 Competitors shall abide by any regulations or instructions issued at any Event in order to maintain cleanliness and safety in the Paddock and Pit Lane. They must endeavour not to waste water, electricity or other resources. Oil and other liquids must not be allowed to drain into the environment and must be deposited in areas designated for that purpose.

15.3, the following rules must be followed at any Event:

15.3.1 Cars may only be parked in the area to which they are assigned and with a valid car pass displayed. Any cars found in the wrong area or without a car pass will be removed. Any attempts to forge or replicate passes or other access documents will be reported to the Clerk of the Event for Judicial action – see above Art. 12.2.2.

15.3.2 Any unsafe actions in the paddock, including excessive speed will not be allowed.

15.3.3 At all times, Teams, their personnel and suppliers must obey the instructions given by the Organisers of the Event in terms of the set-up of Sporting, Hospitality or other units in the paddock. Any refusal to follow the instructions given will result in the Team being reported to the Clerk and the Competitor may be penalised accordingly.

15.3.4 Teams and Competitors must ensure that all their Team members and personnel within their entourage comply fully with any specific medical or safety Protocols set in place by the Promoter, Circuit, Motorsport UK or host ASN. Any failure to follow the instructions given will result in the Competitor being reported to the Clerk of the course and pursuant to the NCR penalties may go as far as disqualification from the Event and/or removal of some or all of the Team members or entourage from the venue.

15.3.5 Any misuse of passes will be reported to the Clerk of the course. Any cars found in the wrong area, or without a car pass, or with a pass issued for a different type of vehicle may be removed.

16 INCIDENTS AND SANCTIONS

16.1 The Clerk of the Course may investigate any on-track incident or suspected breach of these Sporting Regulations or the NCR (an “Incident”).

16.2 Any Incidents involving more than one car may be investigated immediately or reviewed after the relevant session or race. Any such Incident which results in at least one of the cars being unable to continue will be automatically placed under investigation.

16.3

a) It shall be at the Judicial discretion of the Clerk of the Course to decide if Drivers and/or Team members involved in an Incident shall be penalised.

b) If an Incident is under investigation by the Clerk of the Course a message informing all Teams which Driver or Drivers are involved will be displayed on the timing monitors (if the facilities on the circuit so permit). However, failure to display notification that an Incident has been placed under investigation will not invalidate that investigation or any subsequent Judicial decision and/or penalty.

c) If a Driver is involved in a collision or other Incident (see Article 16.1) and has been informed of this by the Clerk of the Course no later than 60 minutes after the race has finished, the Driver must not leave the circuit without the written consent of the Clerk of the Course (NCR Ch.3 App.10).

18 PROTESTS AND APPEALS

18.1 Protests and Appeals shall be made in accordance with the NCR Chapter 2 and accompanied by the fees specified in NCR Ch.1 App.2 Art.11.

19 MANDATORY EQUIPMENT

19.1 Transponder

Each Driver must use the Driver timing transponder specified by the Promoter throughout

20.0 DRIVING STINTS AND PIT STOPS

20.1 In each Race, each car must perform a mandatory pit stop as detailed below:

A mandatory pit stop is to be carried out during each of the races.

The car must cross the pit entry line between the following times. From 20 minutes 00:00 seconds after the Official start of the race until 39 minutes 59.99 seconds after the Official start of the race.

- The minimum time stationary is 60 seconds

Timing for the pitstop begins when the car triggers the timing loop at pit lane entry. The stop is considered to be complete when the car triggers the timing loop at the pit lane exit.

a) Should a car perform its mandatory pit stop having entered the pit lane before the designated time specified above or after the designated time specified above, it will be reported to the Clerk of the Course who will impose a penalty of 3 laps.

b) A Driver change must take place during the mandatory pit stop. Only one Driver change may take place during each race.

c) Failure to complete a mandatory pitstop will result in disqualification

The pit stop must be carried out in front of the designated pit or allocated area of each Team under the responsibility of the team, who at all times must have full visibility of all activity in the pit lane.

Re-fuelling is not permitted.

20.1.1 Should the safety Protocol in place for an Event require changes to the pit stop procedures, these will be detailed in a Bulletin and/or included in the Supplementary Regulations or Final Instructions for the Event (NCR Ch.3 App.10).

20.2 If a Full Course Yellow procedure is in place or the Safety Car is on track in operation at the time when the pit window is scheduled to open, the pit window may be delayed. If the Clerk of the Course declares that the window will be delayed then the pit window will be opened once the Full Course Yellow procedure has ended or the green signal has been shown at the end of the SC period. At the end of a Safety Car period, all cars must take the green flag on the control line before entering the pits. The pits will then remain open in accordance with Article 20.1 for the mandatory stops to be completed. Any pit stops taken before the start of the new pit window will not count as the mandatory pit stop.

21 NUMBER OF CARS ALLOWED TO PARTICIPATE

The maximum number of cars allowed to take part in practice and to start any race will be in accordance with the ASN Track Licence. In accordance with NCR Ch.12 App.6 Art.3.6 the number of cars to practice or qualify may exceed the race starting number by 20% unless the Track licence states otherwise.

If the number of applications to enter any round exceeds the maximum number as defined above, or a lower number given in the Supplementary Regulations for the Competition, the Competitors will be selected according to the following criteria:

- 1) full season Competitors
- 2) additional entries from full-season Competitors
- 3) race-by-race Competitors who have already taken part in a previous round of the British Historic GT and Sportscar Championship
- 4) any other criteria decided by ECR.

The criteria set out in Article 11.1 will also be considered.

20 LIVERIES – NUMBERS – GRAPHICAL CHARTER

22.1 Each car must carry the race number allocated by ECR. Race Numbers will be between 0 and 99. Race numbers will be unique within the Équipe Historic GT & Sportscar Competition during the season and cannot be reused by another Competitor. The number 1 will be reserved in priority for the winning Team or Driver (whichever reserves it first) from the Overall Championship Winner of the previous season. Specific numbers can be requested but will be on a strict first come first served basis and may be allocated at the Promoter's discretion. Triple digit numbers and numbers beginning with "0" are not permitted. In case of any disputes concerning race numbers, ECR will have the final say.

Race numbers and advertising on the cars must be in conformity with the NCR and the Promoter's Graphical Charter for the Event (unless otherwise approved by the Promoter) and must be clearly visible from the front and from each side of the car. Any logo on doors, bonnet or roof which could be confused with a car's racing number is prohibited. ECR will provide fully printed roundels and race numbers to be applied to a minimum of both doors and bonnet. A windscreen decal is also mandatory.

22.2 Competitors may put their own advertising decals on their car to the front wing of each side.

22.3 The third race number must be placed on the bonnet.

22.4 If it is impossible to identify a car from its numbers it may be stopped by the Clerk of the Course or on request from the Eligibility Scrutineer.

22.5 Each car and Driver must adhere to the Promoter's Graphical Charter for each Competition in terms of the decoration of the car, Driver overalls, pit garage and Team clothing are free, as well as the restrictions noted in Article 11.3 f). Any infractions will be reported to the Clerk of the Course. Decals issued by the organiser may not be cut or altered in any way. If a team has produced their own decals from the artwork supplied by the Organiser, and the size is found to be non-compliant, the decals will need to be changed immediately.

22.6 Each car and Driver must adhere to the Graphical Charter issued before the start of the season.

23 ADMINISTRATIVE CHECKS

23.1 At each Event the Organisers will check the licences of all Competitors and Drivers, who must sign on at the time and place mentioned in the Final Instructions, as well as signing any waivers requested by the ASN or Circuit and approved by the Promoter. All Entrants and Drivers must have authorisation from their licensing ASN to compete abroad where appropriate.

23.2 Not used

23.3 During the administrative checks the Entrants must confirm in writing their Official representative(s) for the Event.

25 BRIEFING

All Drivers entered in the Competition, and their Entrants' appointed representatives, must be present throughout the briefing (in accordance with NCR Ch.5A App5 Art.2.3.h and NCR Ch.6 App.1 Art.2.3).

There may be a separate Team Manager Briefing and a Drivers Briefing. It is mandatory for Team Managers to attend the Team Manager Briefing and mandatory for Drivers to attend the Drivers Briefing.

Except for force majeure, any absence (or failure to submit a required declaration) may result in a penalty from the Clerk of the Course pursuant to the NCR.

If the Clerk of the Course considers that another briefing is necessary, it will be held at a place and time notified to Competitors by the Championship Co-ordinator. The Drivers and the Entrants' representatives will be informed accordingly, and attendance will be mandatory.

Additional briefings for new Drivers to the Championship may be organised and will be communicated in the Supplementary Regulations or Final Instructions for the Competition and/or the Official Timetable of the Event. Attendance by the relevant Drivers is mandatory.

26 SCRUTINEERING

26.1 Each Competitor must have all documents required by Article 3.6 and the various documents relating to the car available for inspection at any time during the Event. Each car must bear identification stickers clearly visible from the front, rear and from each side of the car.

26.2 All Competitors must present a valid ETP for each of the cars entered in the Competition.

26.3 Cars must be presented to scrutineering at the time indicated on the Official Timetable in the following condition:

- - with a valid ETP,
- - with the engine sealed by MSUK,
- - with all mandatory stickers (technical / safety / Championship sponsors) in accordance with the Graphical Charter (see Appendix 3),
- - with correct tyres.
- -Single MSD 6AL with valid anti tamper seal in place and conform to maximum rev limits for each model.

26.4 Scrutineering obligations

26.4.1 It is always the responsibility of the Competitor to provide at any time during the Event proof that the car and equipment are in conformity with the regulations.

26.4.2 Should any Competitor cause damage to any ECR equipment during Technical Scrutineering they will be held liable for the damage. The competitor will be liable to pay for the cost to repair or replace the equipment and any associated costs.

26.5 Any breaking of a seal during the Event must be requested in writing and approved by the Eligibility Scrutineer.

26.6 Maximum permitted engine Rev limits:

Lotus Twin Cam	Max Limit 8200RPM
MG B Series	Max Limit 7000RPM
Austin Healy 3000	Max Limit 7500RPM
Jaguar E Type	Max Limit 6800RPM
Any V8	Max Limit 7000RPM
Mini A series	Max Limit 8200 RPM
MG A series	Max Limit 7700 RPM
Lotus Climax	Max Limit 7700 RPM
Triumph TR 2138	Max Limit 7000 RPM
Porsche 2.0	Max Limit 75000 RPM

Engines not listed above will agreed on a case by case basis and agreed by the technical committee.

26.7 All Drivers competing in the Equipe Historic TC, GT & Sportscar Championship must use a helmet and an FHR device homologated by the FIA.

Helmets and clothing must pass Scrutineering before the first time any Driver takes part in a round of the Equipe Historic TC, GT & Sportscar Championship, as well as whenever there is a change of any of the items which have already been checked. The Driver does not need to be present when the Driver's equipment is presented. Drivers may be requested to present any or all equipment to the ASN at any time during any Event.

26.8 Not used

26.9 Not used.

26.10 Initial scrutineering of the car and of the Drivers' equipment and sporting checks for the Competitors will take place in accordance with the Official Timetable for the Event.

Teams must abide by the instructions of the Officials and pit lane marshals when proceeding to Scrutineering.

26.11 No car and no Driver may take part in the Competition until they have successfully passed all scrutineering checks.

26.12 The Scrutineers may:

1. check the eligibility of any car or of any Competitor at any time during an Event and may conduct checks without prior request from the Clerk of the Course or Stewards.
2. require a car to be dismantled by the Competitor to make sure that the conditions of eligibility or conformity are fully satisfied,
3. require a competitor to pay the reasonable expenses which exercise of the powers mentioned in this Article may entail,
4. require a competitor to supply them with such parts or samples as they may deem necessary.

26.13 Before the end of the initial scrutineering at each Competition the teams will be informed if their cars must be presented in race condition but without fuel for weighing in the Scrutineering Area.

26.14 At the end of the qualifying practice sessions and after the finish of the races, all classified cars must make their way to the Parc Fermé for checking. The presence of an authorised representative of the Competitor is required.

26.15 Any car which, after being passed by the Scrutineers, is dismantled or modified in a way which might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be re-presented for scrutineering approval before taking part in any further track session.

26.16 With the exception of the races, the Scrutineers may request a car to stop in the Scrutineering Area at any point during or at the end of a session for checks to take place. Any infractions will be reported to the Clerk of the Course

26.17 The Race Director may or on request from the Eligibility Scrutineer may require that any car involved in an accident be stopped and checked at any time.

26.18 Not used

26.19 Checks and Scrutineering shall be carried out by duly appointed Officials who shall also be responsible for the operation of the Parc Fermé and who alone are authorised to give instructions to the Competitors.

28 WEIGHING

28.1 At any time during any Event the Eligibility Scrutineer or Scrutineers may select cars to be weighed.

28.2 Should the weight of a car be less than that specified on Homologation papers for that Car then the Competitor concerned may be given one of the penalties set out in Article 28.8 save where the Clerk of the Course is satisfied that the deficiency in weight results solely from the accidental loss of a component of the car.

28.3 No substance may be added to, placed on, or removed from a car after it has been selected for weighing or has finished qualifying or the race or during the weighing procedure (except by a Scrutineer when acting in their Official capacity and in accordance with the Technical Regulations, or when requested to do so by a Scrutineer).

28.4 No one other than Scrutineers and Officials may enter or remain in the Scrutineering Area without the specific permission of the Eligibility Scrutineer.

28.5 Not used

28.6 A Competitor may fit one or more personal cameras in the car (see Article 19.2). Official onboard cameras (if used) have priority. The Competitor must obtain written permission from the Promoter and from the Eligibility Scrutineer for each camera. The installation must be presented at the time of Scrutineering. Any cameras considered unsafe will be removed. The weight of the complete equipment is not included in the minimum weight of the car. Cameras transmitting live video footage are not authorised. Cameras affixed to helmets are not authorised. If necessary, the Clerk of the Course may ask to see the images from any such personal camera, even if the car is in Parc Fermé. If necessary, the Clerk of the Course may requisition the images. In particular, he may request that the images be downloaded and supplied to the Officials. The images are not authorised to be distributed, shared or uploaded on the internet unless specifically authorised by ECR.

28.7 Not used

28.8 In the Event of any breach of these provisions for the weighing of cars, the Clerk of the Course may give any penalty they consider appropriate, up to disqualification from the session or race.

29. SUPPLY OF TYRES AND TYRE LIMITATIONS DURING THE EVENT

29.1

Tyre Supply and type

Only tyres from Dunlop and approved and registered by the Promoter will be accepted. For the purposes of this article, 'Event' means any official Media Day or round of the Championship held during the year.

Only one type of Tyre for GT and Sportscars will be permitted and that will be a Dunlop CR 65 'L' Section Historic tyre, for Touring cars either Dunlop 'L' or 'M' section tyres will be permitted.

29.2 Tyre heating devices are prohibited

30.2 Official Media Day

One or more Official Media days may be organised by the Promoter before the first Event of the season. All full-season Competitors in the Equipe Historic TC, GT & Sportscar Championship are obliged to be present at the Media Day with all the cars and Drivers they intend to enter in the 2026 season.

31.1 In order to retain a level of equality between Teams and Drivers, There will be no restrictions on Drivers and Teams competing in other races taking place at the same Event, as long as this does not impact in any way on their participation in the mandatory elements of the main Equipe Historic TC, GT & Sportscar Competition, including briefings, podiums, press conferences etc.

31.2 Cars are expected to remain at the Event track from the time they are scheduled to undergo initial Scrutineering until the end of that Competition. Permission must be sought in advance for any removal of the car, at any time, for any reason. If permission is granted, any car that has been removed must be re-scrutineered upon return to the circuit.

31.3 Not used

31.4 Pit walks may be scheduled during any Event. The time will be listed in the Official Timetable. Cars must be on display in their pit garage for the whole period. Garage doors must be up. Cars must not be manoeuvred during the pit walk. Under no circumstances can refuelling take place during this period. Teams may place their Tensa barriers at the front of the garage.

32 GENERAL CAR REQUIREMENTS

No signal of any kind may pass between a moving car and anyone connected with the car's Entrant or Driver save for the following:

- legible messages on a pit board
- body movement by the Driver

33 GENERAL SAFETY

33.1 Official instructions will be given to Drivers by means of the signals set out in NCR Ch.12. App.8 Art.1. Competitors are responsible for always observing and complying with these and must not use signals similar in any way whatsoever to these. At venues where light panels are operational these light signals will take priority and may be supplemented with flags; both means of signalling will have regulatory value.

For reasons of safety, in case of conflicting signals between the flags displaced by marshals and the light panels/signals, Drivers must comply with the requirements of the signal with the highest level of safety.

33.2 Drivers are strictly forbidden to drive their car in the opposite direction to the race unless this is absolutely necessary in order to move the car from a dangerous position and in accordance with the instructions of the marshals.

A car may only be pushed to remove it from a dangerous position as directed by the marshals. This rule is also applicable when the car is parked in the Parc Fermé.

33.3 Any Driver intending to leave the track must signal the intention to do so in good time, making sure this can occur without danger.

33.4 Not used

33.5 A Driver who abandons a car whilst on the track must leave it in neutral or with the clutch disengaged and with the steering wheel in place.

33.6 Repairs to a car may only be carried out inside or outside the pits, on the working lane, A Driver who manages to repair the car after it has been pushed to a place of safety, with or without remote assistance from their Team, may rejoin the session.

33.7 Not used

33.8 Not used

33.9 At no time may a car be reversed in the pit lane under its own power.

33.10 Drivers must respect the NCR track limits regulations at all times.

33.11 Not used

33.12. Drivers taking part in any on-track session during any Event (paid testing, free practice, pre- qualifying, qualifying, warm-up and race(s)) must always wear the clothes, underwear, helmets, and frontal head restraint (FHR) specified in Appendix L to the FIA International Sporting Code, NCR Ch.9 Art.3, NCR Ch.9 Art.10, NCR Ch.9 Art.12, NCR Ch.12 App.12 Art.3 and Article 26.7 above.

33.13 **A** Driver coming into the pits must not unfasten the safety harness or racing net until the car is completely stopped in front of the pit garage. After a pit stop, the car must only start moving after the Driver's safety harness and racing net have been fastened. It is the Car Controller's responsibility to ensure that a Driver is properly buckled in before the car leaves its working area to enter the track.

33.14 Not Used

33.15 Not Used

33.16 Lighting

a) The car's regulatory lighting system must function at all times during each Competition. Any car that does not present the minimum illumination listed below may be stopped by the Clerk of the Course for repairs:

- At the Front: 2 headlights (right and left) and 2 direction indicators (if fitted)

- At the Rear: 2 lights, 2 direction indicators(if Fitted) and 2 stop lights / brake lights. - Should the weather conditions deteriorate, the rear rain light.

33.17 Not used

33.18 Not used

33.19 Not used

33.20 Not used

33.21 A maximum of four working Team members per participating car are allowed on the pit wall (Excluding Drivers) signalling area reserved for the Team during practice and the race(s). People under 16 years of age are not allowed in the pit lane, on the pit wall or on the grid, except during the 'pitlane walkabout' when they may be allowed if accompanied by an adult and if authorised by the circuit. Personnel must adhere to the regulations concerning clothing and helmets according to Article 12.2.

33.22 Not Used

33.23 The Race Director, the Clerk of the Course or the Chief Medical Officer can require any Driver to undergo a medical examination at any time during an Event. This examination may include, if appropriate, a test for alcohol or any drugs. Any Driver or Team member suspected of being under the influence of alcohol or drugs at an Event may be Disqualified from the Event and required to leave the venue. Refusal to cooperate with any medical examination or alcohol or drugs test will result in Disqualification and the requirement to leave the venue.

33.24 At the end of any session or race each Driver may cross the Line only once.

Failure to comply with the general safety requirements of the NCR or these Sporting Regulations may result in the Disqualification of the car and Driver concerned from the Competition.

34 PIT LANE, PIT GARAGES AND PIT LANE ALLOCATION

34.1 The allocation of pit garages, where available, will be made by the Promoter who will randomly choose the garage number for each car at each round. Garage allocation will be provided for every round at the beginning of the season, and each team will be notified.

When the number of pit garages is lower than the number of cars entered, the Competitors will be required to share pit garages or will be allocated space in the paddock.

Teams must abide by the pit garage allocation document issued by the Promoter for each Event with each car placed in the corresponding pit garage or allocated space.

Garage allocation is entirely at the discretion of the Organiser.

Should a full-season team fail to attend one or more Events during the season, they may lose garage privileges should they return later that Season.

All team vehicles will only be allowed to park directly behind their allocated garage. Private cars may be removed should a team vehicle need that space.

34.2 Not used

34.3 Not used

34.4 For the avoidance of doubt and for description purposes, the pit lane shall be divided into two lanes.

The lane closest to the pit wall is designated the "fast lane" and the lane closest to the pit garages is designated the "working lane" and is the only area where any work may be carried out on a car. The "working lane" is formed on one side by a line painted in front of the pit building and on the other by a line separating it from the "fast lane".

It is prohibited to work outside of the allocated working area. Penalties may be applied by the Clerk of the Course pursuant to the NCR.

34.5 Competitors must not paint lines on any part of the pit lane. Any markings made with tape must be removed at the end of the Event.

Suppliers are not allowed to install floors, lighting, etc without specific written authorisation from the Promoter.

34.6 Smoking, making fire and welding are all strictly forbidden in the pit garages as well as within a six-metre radius of the rear of the pit garage. No welding operations can be carried out within this perimeter, and no devices generating sparks will be allowed in this area.

34.7 Not used

34.8 Not used

34.9 Not used

34.10 Not used

34.11 A speed limit of 60.0 km/h will be enforced in the pit lane,

Penalties will normally be imposed in excess of the speed limit.

During the race for speeding in the pit lane -stop and go penalty

During the race a Short (less than 60s stationary) pitstop will result in a stop-go penalty

During the race a short total delta time (from pit entry to pit exit time) will result in a stop- go penalty

If a pit stop is not carried out at all the penalty will be disqualification.

34.12 Not Used

34.13 Not Used

34.14 Not Used

34.15 Not Used

34.16 Not Used

34.17 Not Used

34.18 During any practice, qualifying or race, cars may only leave their working area when they are ready to rejoin the track.

Cars must proceed down the pit lane at a suitable pace, without slowing or stopping except in cases of force majeure, while respecting the pit lane speed limit. Except for safety reasons, recognised as such by the Clerk of the Course cars must not stop in the fast lane, or proceed at low speed.

34.19 At all times when the cars are allowed onto the track:

Officials shall have free access into the pits. no tools or equipment may be left in the working area once a pit stop is over.

There is no limitation on the number of mechanics when the car is inside the pit garage

During qualifying any car which stops around the track and is brought back to the paddock by external means will be placed in Parc Fermé and will not be allowed to take part in the rest of the session. This applies even if the car for any reason is returned to the Team. Cars which are able to rejoin after any authorised external assistance and return to the Team's designated working area in the pit lane via the track may take part in the rest of the session.

During any Race a car which is removed from the track and is brought back to the paddock by external means will be placed in Parc Fermé and will not be allowed to rejoin the Race. This applies even if the car for any reason is returned to the Team. Cars which are able to rejoin the track after any authorised external assistance and return to the pit lane via the track may take part in the rest of the race.

If a car stops during the race between the white line at pit entry and the speed limit line at pit entry and is taken by the marshals into the pit lane then exceptionally up to four mechanics from the Team will be able to collect the car and return it to their pit garage and the car may rejoin the race if it is able to do so.

35 FUEL and FUEL at CIRCUIT

35.1 Fuel & Fuel Supplier

All vehicles may use Pump Fuel or any racing fuel to a maximum RON of 102. A full definition of pump fuel can be found in the current NCR.

36 PIT STOPS – GENERAL

36.1 No work can be carried out on the car and no change of Driver can take place until the car has come to a complete stop at its designated working area and its engine is switched off. Except when work is being carried out on the car all personnel must remain behind the line designating the start of the working lane or on the pit wall.

36.2 Should a car overshoot its pit garage it may be pushed back to its location by the mechanics under supervision of the marshals.

36.3 Only one member of the team is allowed in the working area before the car has stopped and a maximum of one lap before the pit stop of the car.

36.4 No equipment may be in the working area before the car has stopped in front of the pit garage.

Team personnel may use boards however; no personnel may hold panels on the working lane or stand behind stationary panels.

Team personnel may use lollipops to indicate to the cars from the working zone.

Team personnel and equipment must withdraw as soon as the work is complete.

40. During the mandatory stop the car will need to be stationary for a minimum of 60 seconds

41. QUALIFYING

41.1 Save where these Sporting Regulations require otherwise, pit and track discipline and safety measures will be the same for all practice sessions as for the races.

41.2 No Driver may take the start of a race without having taken part in qualifying except in a case of force majeure duly recognised as such by the Clerk of the Course

41.3 Not used

41.4 At the latest, all competing cars must be in position in the assembly area when the qualifying session starts or in accordance with the Clerk of the Course briefing and instructions.

There will be one qualifying practice session of 30 mins

Each Driver will compete in the session in order to qualify for the race. Except for cases of force majeure, recognised as such by the Clerk of the Course, all Drivers must complete at least three timed laps in the relevant session.

42 Not used

43. GRID

43.1 The starting grid for the Race will be drawn up according to the fastest times set in qualifying

43.2 Not Used

43.3 Not Used

43.4 Not Used

43.5 Not Used

43.6 The grids will be in a 2 x 2 formation.

43.7 Any car which has not taken up its position on the grid by the time required will not be permitted to do so and must start from the pit lane.

43.8 The final starting grid for any Race will be published at the latest 45 mins before the start of that race.

Any Competitor whose car(s) is/are unable to start one of the races for any reason whatsoever (or who has good reason to believe that their car(s) will not be ready to start) must inform the Clerk of the Course or Eligibility Scrutineer accordingly at the earliest opportunity

44. STARTING DRIVERS

44.1 Starting driver will be specified 45 mins before the start of the race

45 STARTING PROCEDURE

45.1 At the time stipulated in the Event Bulletin, the cars will grid up in the assembly area Only the nominated starting Driver may drive the car to the grid.

Any car which does not reach the grid under its own power will not be permitted to start the race from the grid and if able to do so must start from the pit lane.

45.5 Thirty-second signal: 30 seconds after this signal, a green flag/light will be shown at the front of the grid whereupon the cars will begin a formation lap behind the Pace Car maintaining their starting order. During this lap, practice starts are forbidden and the formation must be kept as tight as possible.

45.7 When all cars are lined up side-by-side for the start, the Safety Car will reduce the speed of the field to 50 km/h before pulling off the track into the pit lane. From that moment, the car on pole position will be in charge of the speed. The leader must then slowly increase speed to a maximum of 110 Km/h by the moment of the start.

Any divergence from the prescribed instructions before the start is given will result in an available penalty.

During the formation lap the red light will be on. No car may overtake another one before the starting signal is given.

45.8 There will be a rolling start in accordance with NCR Ch.12 App.6 Art.6.3. Race timing will commence at the point that the cars cross the start line. Should an additional formation lap be carried out, Article 45.9 will apply.

During the start of a race, the pit wall must be kept free of all persons with the exception of properly authorised Officials and fire marshals, all of whom shall have been issued with and shall be wearing the appropriate pass.

During a Safety Car start, the Team personnel may return to the pit wall once the cars have left the grid.

The official race start time will be posted on the timing screen by the Timekeepers. All subsequent times in the race (pit stops etc) will refer to this time.

Should there be an issue with the Start lights, the National Flag may be used to start the Race.

48. FINISH

48.1 The end-of-race signal will be given at the Control Line as soon as the leading car crosses it after the scheduled time has elapsed. If the leader is stationary when the scheduled time has elapsed the signal will be given as soon as the next-best placed car crossed the control line (Article 5.3).

48.2 Should for any reason the end-of-race signal be given before the scheduled time has elapsed, the race will be deemed to have finished at the moment the signal is given. If the Chequered flag is given to the leader, then the result should be drawn accordingly but if the chequered flag is given to a competitor other than the leader then the result will be given at the end of the last completed lap of the leader. Should the end-of-race signal be delayed for any reason, the race will be deemed to have finished when it should have finished.

48.3 After receiving the end-of-race signal all classified cars must proceed directly to the Parc Fermé without any unnecessary delay, without receiving any object whatsoever and without any assistance (except that of the marshals if necessary).

Any classified car which cannot reach the Parc Fermé under its own power will be placed under the exclusive control of the marshals, who will direct the car to the Parc Fermé.

49. PARC FERMÉ

49.1 Only those Officials responsible for supervision may enter the Parc Fermé. No intervention of any kind is allowed while the cars are under Parc Fermé conditions unless authorised by such Officials.

49.2 When a designated Parc Fermé area is in use the area between the Control Line and the Parc Fermé entrance will be considered to be Parc Fermé as well. Where cars are instructed to be under Parc Fermé conditions in any other location the same rules will apply.

49.3 The Parc Fermé shall be sufficiently large and secure so that no unauthorised persons can gain access to it.

49.4 Unless otherwise specified the Parc Fermé will normally last for a maximum of one hour from the chequered flag for any qualifying session or the race(s). After this time any cars which have not been chosen for further examination by the Eligibility Scrutineer or ordered by the Clerk of the Course may be released when notified by way of an official communication from the Clerk of the Course

50. CLASSIFICATION

50.1 The car placed first will be the one having covered the greatest distance in the scheduled time. All cars will be classified (subject to Article 50.3) taking into account the number of complete laps they have covered and for those which have completed the same number of laps then the order in which they crossed the Control Line.

For the purposes of this Article only the scheduled time means the period from the Official race start time up to and including the showing of the end-of-race signal in accordance with Article 48.1.

50.2 If a car takes more than twice the time of the winner's fastest lap to cover its last lap this last lap will not be taken into account when calculating the total distance covered by that car.

50.3

50.3.1 Cars having covered less than 60% of the number of laps covered by the winner (rounded down to the nearest whole number of laps) will not be classified.

50.3.2 Cars which are classified in terms of race distance covered in accordance with 50.3.1 but which have not completed all mandatory pit stops will not be classified, unless the Clerk of the Course decides that their race was shortened to such an extent that all mandatory pit stops could not be completed. This will be noted on the final classification.

50.4 The final classification will be published and posted by the Organiser on the Digital Notice Board as soon as possible after the race. These will be the only valid results subject to any amendments which may be made under or pursuant to the NCR and these Sporting Regulations.

51. PODIUM CEREMONY

51.1 There will be a podium ceremony after every race. The Drivers finishing in 1st, 2nd and 3rd positions in each class must attend the prize-giving ceremony on the podium and abide by the podium procedure determined by the Promoter.

