



McLaren Trophy Europe
2026 Sporting and Technical Regulations



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FOREWORD

McLaren Motorsport Limited ("McLaren") has the aim of providing racing opportunities for the owners of McLaren Artura Trophy Evo race cars. These opportunities will take place alongside the GT World Challenge Europe powered by AWS events at iconic venues throughout Europe.

To this end, McLaren have appointed the British Automobile Racing Club Limited to assist in the organisation and operation of these events, being a long-standing club within the world of motorsport.

Therefore McLaren, hereafter known as "the Promotor", will organise the McLaren Trophy Europe ("the Series"), which is the property of McLaren, together with the British Automobile Racing Club ("BARC"), collectively and separately known as "the Organisers".

Only the McLaren Artura Trophy Evo (and relevant evolutions) cars as per the specifications contained in the Technical Regulations, and the special Technical Homologation Sheet(s) except where amended by these Regulations, hereafter known as the "Cars" may compete in the Series.

The final text of these 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 Regulations. These Regulations will come into force on 1st January 2026 and will replace any and all previous Regulations of the Series.

GENERAL REGULATIONS

1.1 Rules of Competition

1.1.1 The Series is organised with the approval of the Motorsport UK and is governed by:

- The FIA International Sporting Code and its Appendices (“the Code”), including the present General Prescriptions on Circuits (“the Prescriptions”)
- These Sporting and Technical Regulations specific to the Series
- Any Sporting and Technical Bulletins issued by the Series Coordinator
- The relevant Sporting and Technical national regulations in effect in the country organising the competition forming part of the Series
- The Supplementary Regulations of each Event

In the event of differences between these various texts, the Code and its Appendices will take precedence.

1.1.2 Any changes to the Sporting and Technical Regulations are subject to the approval of the Organising Committee, as defined below, and which shall in turn be lodged with the FIA by the Parent ASN which is Motorsport UK. Each Entrant and Driver (collectively known as “the Competitor”) registered for the Series shall be informed of any change and the date at which that change comes into force.

1.1.3 All the participating parties (McLaren, BARC, ASN’s, local Organisers, Competitors, and venues) undertake to apply, as well as observe, the Regulations governing the Series.

1.1.4 The Organising Committee which holds the powers to organise the Series is made up of the following members:

Chairperson:	Darioush Gheissari
Voting members:	Robert Bassett, Rob Bell, Michael Down, Giorgio Sanna, Ian Watson, Mark Wootton

A minimum of three of those listed above are required to make a decision on behalf of the Organising Committee and they may make any such decision by meeting personally or by video conference.

1.1.5 The Series Coordinator will be Darioush Gheissari.

1.2 Officials

1.2.1 The following officials will be nominated for each Event by the Organisers:

- A Steward to act as the Chair of the panel of Stewards
- A Steward to act as the second Steward on the panel of Stewards
- A Race Director
- A Driving Standards Advisor
- A Technical Delegate

1.2.2 The local Organisers will nominate the following officials, who must hold the required licences:

- A Steward
- A Clerk of the Course
- A Starter
- A Secretary of the Event
- A Chief Medical Officer and a suitably qualified medical team
- An Extrication Team

- A Safety Car Driver
- A Safety Car Observer, who must also have a good command of English
- Judges of Fact
- Two Scrutineers to assist the Series Technical Delegate to be present from the start of initial scrutineering
- Other officials as may be required for the safe and smooth running of the Event at the level required for an FIA International Series

1.2.3 The Race Director must be in contact with the Clerk of the Course, the Chair of the Stewards, the Chief Medical Officer and the Chief Timekeeper at all times when cars are permitted to run on the track. In addition, the Clerk of the Course must be in Race Control and in radio contact with all marshals' posts at all times when cars are permitted to run on track.

1.2.4 The Stewards may take the decision to request that the Clerk of the Course show the Black and white flag or the Black and Orange flag to a driver in accordance with Appendix H, Art. 2.5.4.1.e) and f) of the Code.

1.2.5 The Series Technical Delegate is empowered to carry out whatever checks of Automobiles he deems necessary during an Event and will prepare and sign reports for the Stewards accordingly. The Series Technical Delegate is designated as a Judge of Fact regarding all matters pertaining to the Technical Regulations.

1.2.6 The Stewards or the Chief Medical Officer may require a Driver to undergo a medical examination at any time during an Event. This examination may include a test for alcohol or drugs.

1.3 Events and Rounds

1.3.1 The Series will take place over a maximum of 5 Events as per the calendar below:

<u>Event:</u>	<u>Rounds:</u>	<u>Date:</u>	<u>Country:</u>	<u>Circuit:</u>
1	1 & 2	29 – 31 May 2026 GT World Challenge Europe	Italy	Monza
2	3 & 4	25 – 27 June 2026 24 Hours of Spa	Belgium	Spa Francorchamps
3	5 & 6	17 – 19 July 2026 GT World Challenge Europe	Italy	Misano
4	7 & 8	2 – 4 October 2026 GT World Challenge Europe	Spain	Barcelona
5	9 & 10	16 – 18 October 2026 GT World Challenge Europe	Portugal	Portimao

The Organisers reserve the right to modify these dates and Rounds, and this will be done with the approval of the FIA and confirmed via a Series Bulletin. An Event may be cancelled if fewer than 10 cars are entered.

1.3.2 Each Event will have the status of a restricted International Event (see Art. 2.2.8 of the Code). All Events will take place at circuits with a minimum FIA Grade 2 Homologation.

1.3.3.a The schedule for Event 1 is expected to comprise of:

Day	Free Practice Session	Qualifying Session	Race
1	2 x 60 minutes	0	0
2	1 x 15 minutes	1 x 20 minutes	1 x 45 minutes
3	1 x 15 minutes	1 x 20 minutes	1 x 45 minutes

1.3.3.b The schedule for all other Events is expected to comprise of:

Day	Free Practice Session	Qualifying Session	Race
1	2 x 60 minutes	0	0
2	1 x 15 minutes	1 x 15 minutes	1 x 50 minutes
3	1 x 15 minutes	1 x 15 minutes	1 x 50 minutes

However, any of these schedules may be varied at the discretion of the Organisers and the timetable for each Event will be confirmed to Competitors in an Event Bulletin.

1.4 Series Awards and Titles

At the end of the season the following titles and trophies will be awarded:

1.4.1.a McLaren Trophy Pro Champions – this title will be awarded to the Driver(s) who have scored the highest number of points in the Pro Category.

1.4.1.b McLaren Trophy Pro-AM Champions – this title will be awarded to the AM Driver(s) who have scored the highest number of points in the Pro-AM Category.

1.4.1.c McLaren Trophy AM Champions – this title will be awarded to the Driver(s) who have scored the highest number of points in the AM Category.

1.4.2 McLaren Trophy Team Champions – this title will be awarded to the Team who have scored the highest number of points in the Teams Trophy, taking into consideration all the results obtained in the Events which have taken place.

1.4.3 Papaya Cup – the spirit of the Papaya Cup is to recognise the achievements of Pro/AM and AM drivers over a certain age or with limited race experience. The Organising Committee may accept a driver into the Papaya Cup based on a number of conditions that may include, but are not limited to, the AM Driver within a driver pairing is 60 years or older as of the date of Round 1 or an AM Driver, younger than 60 years, based on their previous experience or performances, or AM Solo or AM/AM entries.

Acceptance within the Papaya Cup is at the absolute discretion of the Organising Committee. The Organising Committee reserve the right to exclude any Driver from the Papaya Cup at any time should, in the opinion of the Organising Committee, their performances exceed the competitive spirit of the Award.

At the end of the season, the top three Papaya Cup finishers in each class will be recognised at the McLaren Trophy Awards. There will be two classes in Papaya Cup consisting of Pro/AM and AM.

1.4.4 McLaren reserve the right to provide additional awards at their discretion and any such awards will be notified by Bulletin.

1.4.5 At the end of the season McLaren will invite the winning Drivers to attend a special prize giving event.

SPORTING REGULATIONS

2.1 Drivers

2.1.1 All Drivers must be registered for the McLaren Trophy Europe and must be in possession of:

- a) a valid race licence of a minimum ITC-C grade issued by their ASN; and
- b) a current medical certificate of aptitude; and
- c) starting permission from their ASN to compete in the Event(s) concerned.

and must have them available for checking during initial sporting checks at each Event.

2.2 Entrants/Competitors

2.2.1 Entrants must be registered for the McLaren Trophy Europe and be in possession of a valid International Competitor's Licence in their name and must have it available for checking during initial sporting checks at each Event.

2.2.2 The Competitor will assume all responsibilities relating to their participation in the Event in accordance with the Code.

2.3 Driver Eligibility

2.3.1 Amateur ("AM") Drivers are those categorised by the FIA at Bronze level and other Drivers who may be accepted by the Organising Committee upon such terms and conditions they determine at their absolute discretion (that may include, but is not limited to, the imposition of a weight penalty or a time penalty that will be added to the minimum pit stop time of the car concerned on an Race by Race basis).

2.3.2.a Professional ("Pro") Drivers are usually those categorised by the FIA at Platinum, Gold or Silver level.

2.3.2.b All Drivers competing in the Pro Category should be at Silver level.

2.3.2.c Pro Drivers in the Pro/AM Category should be at the Silver, Gold or Platinum level.

2.3.2.d The Organising Committee reserve the right to permit a Bronze level driver to compete as a Pro driver at their discretion and subject to any conditions they may stipulate. The Organising Committee also reserve the right to permit a driver who is categorised at a level other than Silver to compete in the Pro Category at their discretion and subject to any conditions they may stipulate.

2.3.2.e Pro Drivers may be required to participate in VIP Hot Lap sessions in McLaren road cars at certain Events at the request of the Series Coordinator.

2.3.3 The Organising Committee and/or the Stewards may temporarily categorise any Driver in accordance with the FIA Driver Categorisation Regulations Article 5 up until the end of the administrative checks at an Event. A Fee of £375, payable by the Driver concerned, will be charged for any such request. Any Drivers given temporary categorisation derogation will be indicated in the entry list with an asterisk.

2.4 Drivers Categories

2.4.1 There will be three Categories for Drivers at each Event:

- Pro Category – defined as consisting of two Pro drivers
- Pro/AM Category – defined as consisting of one Pro driver and one AM driver
- AM Category – defined as consisting of two AM drivers or AM Solo

The chosen Category for each Car must be declared on the Registration Form.

2.4.2 It is not permitted to change a Pro pairing for the final Event of the Series without the prior written permission of the Organising Committee who may impose any conditions they deem necessary upon the Drivers concerned and their decision in this matter will be final.

2.4.3 Guest Drivers may be invited by McLaren to participate. These must complete the normal entry procedure for the Event in question. The Organising Committee reserve the right to impose certain restrictions (including, but not limited to, a time penalty that will be added to the minimum pit stop time of the Car concerned) upon any Guest Driver entry at their discretion as a condition of their invitation. The Guest Driver will forfeit points-scoring but may still be requested to participate in the presentation of awards and media activity. In the case that the Guest Driver finishes a race in a points-scoring position, the points will be considered “invisible” and will pass down the race standings.

2.5 Responsibilities

2.5.1 All Drivers and Officials participating in the Series undertake, on behalf of themselves, their employees and their agents, to observe all the provisions (as supplemented or amended) of the Code, the relevant General Prescriptions, the Supplementary Regulations for the Event, the Technical Regulations (Art. 277 of Appendix J), Bulletins and clarifications issued during the season, and the present Regulations. Series Bulletins will be approved by the parent ASN, which is Motorsport UK.

2.5.2 All persons concerned in any way with a Competitor, entered Driver or present in any other capacity whatsoever in the Paddock, Pits, Pit Lane or on the Grid, must wear an appropriate pass and appropriate clothing at all times as stated.

2.5.3 It is the Competitor's own responsibility to ensure that they and their car(s) are adequately insured to cover all eventualities which may arise at an Event in which they participate and the consequences thereof.

2.6 Registration and Entries

2.6.1 Registration and entry to the full Series or for an individual Event within the Series must be made by completing the registration form available from McLaren. An electronic version of the form must be submitted to the Series Coordinator at the following email address: Darioush.gheissari@mclaren.com

2.6.2 Full season registration forms must reach McLaren no later than 29 April 2026, accompanied by 100% of the entry fee. Entry into the full season includes entry to all five Events.

2.6.3 Individual Event or late Series registration and entry forms must reach McLaren no later than 7 days prior the start of the first Event in which they intend to compete and be accompanied by 100% of the entry fee. Any individual event Competitors will be required to meet the same requirements as the full Series Competitors by completing all Series documentation. Late registrations/entries may be accepted at the discretion of the Organising Committee who may impose a late entry fee at their discretion.

2.6.4 Entries are not transferable.

2.6.5 The Organising Committee reserves the right to reject applications for entry to the full Series or for individual events in the Series. In respect of Art. 3.14 of the Code, the Competitor will be notified of such a refusal, and with the statement of the grounds of such a refusal, within reasonable notice.

2.6.6 Registration and entry forms received after the date stated in Article 2.6.2 above may be accepted or rejected at the complete discretion of the Organising Committee under whatever terms and conditions they deem appropriate.

2.6.7 Incorrect or incomplete entries are to be held in abeyance until they are complete and correct and the date of receipt for acceptance for entry purposes shall be the date on which the Series Coordinator receives the missing or corrected information or fee.

2.6.8.a A minimum of 7 days prior to the start of pre-event scrutineering at each Event, each Competitor in the Pro Category, Pro/AM Category and AM Category (AM/AM), and with Guest Drivers, must nominate in writing to the Series Coordinator the name of the driver to be listed as Driver 1 on the Official Entry List and the name of the driver to be listed as Driver 2 on the Official Entry List. The Official Entry List is that published by the Stewards at each Event and published on the Official Noticeboard. Please refer to Articles 3.2.2 and 3.4.10 regarding driver participation in qualifying sessions and races based on such nomination.

The Organising Committee reserves the right to reject any such nomination and determine the start order in the interests of fair competition based on performance levels at previous event(s). Additionally, the Series Coordinator may extend the deadline for nominations for any late entries to the Event.

2.6.8.b A Solo AM Driver will be designated as Driver 1 on the Official Entry List.

2.6.9 Drivers (and their Parent/Guardian if under 18 years of age) and Competitors must complete any individual pre-event entry forms or waiver forms if requested to do so by the Series Coordinator and by the deadline set by them.

2.7 Entry Fee

2.7.1.1 The price of the entry fee for the full Series is £29,500 plus VAT per Car, or £26,000 plus VAT if paid in full prior to 15 November 2025 or £27,500 plus VAT if paid in full prior to 31st January 2026.

2.7.1.2 The price of the entry fee for an individual Event is £6,500 plus VAT per Car.

2.7.2 The items included in the entry fees for each Car are:-
Four (4) McLaren Race Centre Passes on all live Event days with full hospitality provided
Six (6) Pit Lane Passes, Six (6) Paddock Passes and Four (4) Team Car Park Passes

2.7.3 Entry fees are not refundable.

2.8 Race Numbers

Drivers may request race numbers from 2 to 99. These will be assigned on a first come first served basis as registration and entry forms are received. The number 1 will be reserved by the Organising Committee for the Series winner of the previous season. All numbers must be positioned in accordance with the 2026 Graphical Charter issued by Bulletin by the Series Coordinator.

2.9 Series Points

2.9.1 Points will be awarded to the drivers in each Category as follows:

Pro: to each Driver individually
 Pro/AM to each Driver individually
 AM/AM: to each Driver individually
 AM Solo: to the Driver

who are classified as finishers in the Final Classification of each race, as detailed below.

1 st	2 nd	3 rd	4 th	5 th	6 th	7 th	8 th
12	9	7	5	4	3	2	1

The total number of points scored by each Driver from all Races held, minus the one lowest score, will be used to determine the final standings and champion(s) in each Category after all Events have been concluded. Any Driver disqualified from the results of a Race or Event for any sporting or technical reason cannot use that (those) race(s) as discarded races for the purpose of determining the final standings.

2.9.2 Team Trophy: The Team Trophy is independent of the Driver points scoring system. The points of two cars entered under the same Competitor licence will be added together for the Team ranking. If there are more than two cars entered under one Competitor licence, the Competitor concerned must nominate the two eligible Team scoring cars at each Event in writing to the Series Coordinator before the end of administrative checks. Should any such Competitor fail to nominate two cars then the two respective cars with the lower two competition numbers (the lowest number being 1) will be nominated automatically for that Event by the Series Coordinator. No other cars from that Competitor will be considered for the Team Trophy classification.

Points in the Team Trophy will be awarded to cars classified as a finisher in each Category in the Final Classification of each race, as detailed below.

Case A: When there are ten or more starters in the Category

1 st	2 nd	3 rd	4 th	5 th	6 th	7 th	8 th	9 th	10 th
10	9	8	7	6	5	4	3	2	1

Case B: When there are between 5 and 9 starters in the Category

1 st	2 nd	3 rd	4 th	5 th
8	6	4	2	1

Case C: When there are 4 or fewer starters in the Category

1 st	2 nd
4	2

For example, if there are 12 starters in the Pro Category they will score points according to Case A above. If, in the same race, there are 4 starters in the Pro/AM Category they will score points according to Case C above.

The total number of points scored by each Team will be used to determine the final standings and champion in the Team Trophy after all Events have been concluded.

- 2.9.3** Any cars driven by Guest Drivers will be transparent for the purposes of final race standings and will not be eligible to score any points in any Category in the Series. Drivers classified behind any such car(s) in the race results will move up within the Driver and Team points ranking accordingly.
- 2.9.4** Any Driver who enters the Series after the completion of Round 6 will not be eligible to score any points. They will be transparent for the purposes of the allocation of points and Drivers classified behind them in the race results will move up within the Driver points ranking accordingly. However, a car driven by any such Driver may be nominated to be eligible as a Team scoring car and score points in accordance with Article 2.9.2.
- 2.9.5** If an equal number of points in the Teams Trophy is achieved by more than one Team, the positions in the final classification will be based on the highest Team score (i.e. the points of the two eligible Team scoring cars) in the final race. If a tie still exists, then the highest Team score in the penultimate race will be considered, and so on. Should a tie remain after Team scores from all races have been considered then the higher placed Team will be the Team with the highest placed eligible Team scoring driver in the final race.
- 2.9.6** Points will be awarded to finishers in the Papaya Cup based on their finishing position in relation to other Papaya Cup entries in the Final Classification of each Race, as follows:-

1 st	2 nd	3 rd	4 th	5 th	6 th	7 th	8 th
12	9	7	5	4	3	2	1

The total number of points scored by each Driver from all Races held, minus the one lowest score, will be used to determine the final standings and the Papaya Cup winner after all Events have been concluded. Any Driver disqualified from the results of a Race or Event for any sporting or technical reason cannot use that (those) race(s) as discarded races for the purpose of determining the final standings.

- 2.9.7** If two or more Drivers finish the season with the same number of points, the higher place in the Series shall be awarded to:
1. the holder of the greatest number of first places;
 2. if the number of first places is the same, the holder of the greatest number of second places;
 3. if the number of second places is the same, the holder of the greatest number of third places and so on until a winner emerges; or
 4. if this procedure fails to produce a result, the Organising Committee will nominate the winner using such criteria as they deem most appropriate.

2.10 Race Awards and Podium Ceremonies

- 2.10.1** Trophies will be provided by the Promotor or its partners at the end of each Race at the Podium Ceremony.

- 2.10.2** Trophies will be awarded as follows:

Races: 1st, 2nd and 3rd place trophies will be awarded to Drivers competing in each of these categories – Pro, Pro/AM and AM. In addition, a podium will be held after each Race for the top three finishers within the two classes of Papaya Cup. McLaren reserve the right to provide additional awards at their discretion and any such awards will be notified by Bulletin.

- 2.10.3** Trophy winners who fail to attend the podium ceremony may forfeit their trophy and be referred to the Stewards for their consideration of a further penalty.

2.11 Race Success Penalties

- 2.11.1** A system of Race Success penalties will be applied to Cars after each Race based on the Final classification. The Race Success penalties defined in Article 2.11.2 will be applied after a Race and will be effective for the next Race in the Series in which the Car competes, whether in the same Event or not.

For further clarity, if a Car does not compete in the Race in which it should have had the Race Success penalty applied, it will be carried forward to the next Race in which it competes.

There will be no Race Success penalties applied for the first Race of the Series.

- 2.11.2** Race Success penalties will be applied to the top three Cars in the Final Classification in each Category. Any cars driven by Guest Drivers will be transparent for the purposes of the awarding of Race Success penalties. Race Success penalties will be in the form of a time penalty that will be added to the minimum pit stop time (see Article 3.6.3.a) of the Car concerned.

The duration of Race Success time penalties to be imposed will be as listed below and may be advised in a Bulletin issued by the Series Coordinator prior to each Event.

Finishing Position in Category	Success Penalty after One Win	After Two Consecutive Wins	After Three Consecutive Wins	After Four Consecutive Wins	After Five or Six Consecutive Wins
1 st	7 seconds	10 seconds	15 seconds	20 seconds	30 seconds
2 nd	5 seconds	5 seconds	5 seconds	5 seconds	5 seconds
3 rd	3 seconds	3 seconds	3 seconds	3 seconds	3 seconds

The Organising Committee reserve the right to review any of these time penalties after each Event and, if deemed appropriate, to amend them for the next Event at their discretion.

- 2.11.3.a** Any Driver entering the Series after the conclusion of Round 2 and all Guest Drivers will have a time penalty added to the minimum pit stop time (see Article 3.6.3.a) of their Car. Such penalty will be applied at the first race in which they compete based on their position in the Final Classification for their Category of the relevant Qualifying Session for that race as follows: Qualifying Position 1 = 7 second time penalty; Qualifying Position 2 = 5 second time penalty; Qualifying Position 3 = 3 second time penalty. The Organising Committee reserve the right to review these time penalties after each Event and, if deemed appropriate, to amend them for the next Event at their discretion.

2.12 Testing

- 2.12.1** All Drivers: Testing or participation in a track day at a venue hosting an Event comprising the Series is prohibited for any Team and/or Driver in the seven days immediately preceding the Event in question. However, the Organising Committee reserve the right to permit (at their absolute discretion) all Teams and Drivers to participate in the dedicated test sessions organised by the SRO immediately prior to each Event. If this permission is granted, all registered Competitors will be advised in writing by the Series Coordinator.
- 2.12.2** The Stewards may impose any penalty (or combination of penalties) available to them under Article 4.2.3 for any breach of this Regulation 2.121.

2.13 Hardship Lap

- 2.13.1** The Race Director may grant permission for a Competitor to participate in the SRO Hardship Lap (if available) only on the recommendation of the Series Technical Delegate who will decide, in his sole opinion, if it is necessary following the replacement of a major component on the car concerned. The Hardship Lap will consist of a single lap from pit out to pit in without crossing the Start/Finish Line on the track.

2.14 Team Manager Race Control Radio System

- 2.14.1** Each Team must have at least one pit radio programmed with all of the frequencies listed below or any amendment to this list issued by Bulletin by the Series Coordinator:

Channel Name	Frequency	Channel Type	NXDN RAN Code	Bandwidth
TEAMS 1	469.887500	NXDN	25	12.5 KHz "Narrow"
TEAMS 2	469.937500	NXDN	25	12.5 KHz "Narrow"
TEAMS 3	469.825000	NXDN	25	12.5 KHz "Narrow"

Each Team Manager must have their radio tuned into the Race Control frequency which will be used for communication from the Race Director to the Teams at each Event. The Race Control frequency will be advised by Bulletin issued by the Series Coordinator prior to each Event. It is the responsibility of each Competitor to ensure that their radio is programmed and operating on the correct frequency at the times detailed below at the Event concerned.

A radio check will take place at the start of each day. Teams must be listening to the frequency from a minimum of 15 minutes prior to the scheduled start time of each session/the scheduled start time for the opening of the Pit Lane for each race until the end of each Free Practice Session or the opening of Parc Fermé following Qualifying Sessions and Races. Teams must not use this frequency for any other information. Information given on the Race Director's radio frequency is in addition to messages given on the timing monitors. Any instructions, whether written or oral, must be adhered to.

2.15 Push-to-Pass System

- 2.15.1** Operation of the Push-to-Pass system is limited to a maximum of 300 seconds during each Free Practice session, each Qualifying session and each Race, as pre-programmed within each car. It is prohibited to reset the Push-to-Pass system during any session or race.
- 2.15.2** Please refer to Article 5.22.2 regarding the resetting of the Push-to-Pass system between Free Practice 3 and Qualifying 1, and between Free Practice 4 and Qualifying 2.
- 2.15.3** The Organisers reserve the right to impose further conditions for the use of the Push-to-Pass system and any such conditions will be advised in a Bulletin issued by the Series Coordinator.

2.16 Behaviour

- 2.16.1** Competitors must abide by any regulations or instructions issued for an Event in order to maintain cleanliness and safety in the Paddock and the 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. Tyres must be retained by the Competitor or returned to the single tyre supplier (when appropriate). Any Competitor failing to abide by these measures will be reported to the Stewards.
- 2.16.2** Any unsafe actions in the Paddock, including excessive speed or circulating contrary to any published circulation plan will be reported to the Stewards.

- 2.16.3** Competitors must abide by any specific medical or safety protocols set in place by the Promoter, Circuit or local ASN.

EVENT PROCEDURES

3.1 Briefings

- 3.1.1** A Series Briefing will be held prior to the first Free Practice Session at each Event at a time and in a location to be announced by the Series Coordinator in an Event Bulletin.
- 3.1.2** Additional briefings may be called during the Event and the time and location of any such briefings will be notified to all Competitors and Drivers by the Series Coordinator.
- 3.1.3** Attendance at all briefings is mandatory for all Drivers and Team Managers, unless agreed in advance with the Race Director, otherwise non-attendance may be penalised. Any Driver who has missed a briefing must be briefed separately by the Race Director prior to participating in their next track activity.

3.2 Free Practice and Qualifying Sessions

- 3.2.1** Please refer to Article 1.3.3 for detail of the Free Practice and Qualifying Sessions that will usually be scheduled at each Event.
- 3.2.2** Driver participation in Qualifying Sessions will only be permitted as shown below. The Official Entry List will define Driver 1 and Driver 2 at each Event.
- 3.2.2.a** Pro Category: Driver 1 must participate in Qualifying Session 1 and Driver 2 must participate in Qualifying Session 2.
- 3.2.2.b** Pro/AM Category: Driver 1 must participate in Qualifying Session 1 and Driver 2 must participate in Qualifying Session 2.
- 3.2.2.c** AM Category – AM/AM: Driver 1 must participate in Qualifying Session 1 and Driver 2 must participate in Qualifying Session 2.
- 3.2.2.d** AM Category – AM Solo: The driver will participate in both qualifying sessions.
- 3.2.2.e** Please refer to Article 2.6.8 regarding the mandatory requirement for Competitors in the Pro, Pro/AM and AM/AM categories (and Guest Drivers) to nominate the names of Driver 1 and Driver 2 to the Series Coordinator by the deadline imposed.
- 3.2.3** The procedures for moving from the Paddock to the Pit Lane prior to the start of Free Practice and Qualifying sessions will be detailed at the Briefing. Please refer to Article 3.8 for detail of end of session and Parc Fermé procedures.
- 3.2.4** The grid for each race will be set by considering the fastest qualifying time achieved by each driver in the respective qualifying session. The times set in Qualifying 1 will set the grid for Race 1 and the times set in Qualifying 2 will set the grid for Race 2.

3.2.5.a Any driver whose best qualifying lap exceeds 110% of the fastest qualifying time in their Category, or who fails to set a time, will not be allowed to take part in the race. Under exceptional circumstances however, which may include setting a suitable lap time in a Free Practice Session at the Event concerned, the Stewards may permit the driver to start the race. Any such driver who is accepted in this manner will be placed at the back of the grid after any other penalties have been applied. Should there be more than one driver accepted in this manner their grid positions will be determined at the discretion of the Stewards.

3.2.5.b Second drivers (that is, those who have not participated in the Qualifying session concerned) who have satisfactorily completed three laps at the Event concerned will be permitted to take part in the race. Under exceptional circumstances however, which may include providing proof that they have competed at the circuit in a similar car within the previous two years, the Stewards may permit any driver who has not satisfactorily completed three laps to participate in the race.

3.2.6 Where through exceptional circumstances it is not possible to hold a Qualifying session, the starting order will be determined according to the current points positions in the Series with the points leader allocated pole position; second place allocated second position, and so on. Where there is a tie on points, the provisions of Article 2.9.7 will be used to determine priority. Any Driver who has not previously participated in the Series will start from the back of the grid. If there are two or more such Drivers, their positions on the grid will be determined by ballot. Guest Drivers will be positioned on the grid behind all other cars in order determined by ballot.

Where through exceptional circumstances it is not possible to hold the first Qualifying session at the first Event of the Series, the Stewards may order that the grid be determined by ballot with any Guest Drivers positioned behind all other cars.

3.2.7 Should any Free Practice session or Qualifying session be disrupted, the Race Director shall not be obliged to resume or re-run the session in order to achieve the published timing. The decision of the Race Director shall be final and no Protest can be accepted as to the possible effects of the interruption on the qualification of Drivers.

3.2.8 During each Free Practice session it will be possible to undertake practice starts in a location which will be specified at the Briefing. Practice starts are not permitted at any other time during the Event.

3.2.9 The Race Director reserves the right to impose a speed limit on the full course when double waved yellow flags are displayed if he deems it necessary during a Free Practice session. This will be indicated with a single yellow flag and a board indicating FCY (meaning "Full Course Yellow") at each marshal post. If appropriate, double waved yellow flags will continue to be displayed at the post prior to the incident. The end of the imposition of the speed limit will be indicated by a green flag at each marshal post. The speed limit to be imposed will be 80 kph unless advised to the contrary at the Briefing and confirmed in the Briefing notes.

3.3 Races / The Grid

3.3.1 The scheduled race distance for each race shall usually be 50 minutes duration (except at Monza where it shall usually be 45 minutes) and shall include a mandatory pit stop. However, McLaren reserve the right to vary the duration and/or format of races at their discretion with notice given to all registered Competitors by Bulletin.

3.3.2 Once the grid has been established, grid position penalties will be applied to the drivers in question in the order in which the offences were committed.

- 3.3.3** Any Driver who has all of their qualifying times deleted or disallowed or who for any other reason is obliged to start the race from the back of the grid, will be positioned immediately behind all other qualified drivers. Should this involve more than one driver, their grid positions will be determined at the discretion of the Stewards using any method they deem appropriate.

3.4 Race Starts

- 3.4.1** The procedures for moving from the Paddock to the Pit Lane or directly to the Grid prior to the start of Races will be detailed in the Briefing. Starts will be by means of a rolling start using a 2 x 2 side by side formation.

- 3.4.2** All race start countdowns will usually have a minimum elapsed period of 20 minutes from the time that cars are released from the pit lane to form up on the grid for the start although this may be reduced by the Race Director at his discretion.

- 3.4.3** The countdown procedures/audible warning sequence shall be:

<u>Time</u>	<u>Visible</u>	<u>Audible</u>	<u>Instruction / Comment</u>
20 min	Flag	Yes	Pit lane is open, proceed to the grid. No reconnaissance laps. Grid walk begins.
17 min	Flag	Yes	Pit lane is closed.
10 min	Board	Yes	
5 min	Board	Yes	Grid walk finishes.
3min	Board	Yes	Clear grid of all except officials / technicians. All cars must be on the ground with tyres fitted and no work on cars is permitted after this signal.
			Prior to the 1min Board the grid must be clear of all except one team member with one jump battery per car. All other equipment removed.
1min	Board	Yes	Start Engines, clear grid completely of all personnel and equipment.
15sec	Board	Yes	Grid completely clear of all personnel and equipment. Formation lap is imminent.
Green Flag	Flag	No	Start of Formation lap behind Safety Car.

It is not permitted to change tyres between leaving the Pre-Grid and the start of the race, except in the case of force majeure (e.g. puncture) with the approval of the Series Technical Delegate or if the Race Director declares that the track is not completely dry.

Competitors must comply with directions given by officials with regard to clearing the grid of personnel and equipment.

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 wearing the appropriate pass.

- 3.4.4** All races will have one formation lap which will be led by the Safety Car (that may be preceded by a Parade Car) unless the Race Director implements the provisions of Article 3.13 in the case of wet weather.

- 3.4.5** Any cars who are unable to leave the Pre-Grid or the Pit Lane before it is closed, or who are removed from the grid or driven into the pits on a formation lap shall be held in the pit lane. They may start the race after the last car to take the start from the grid has passed the start line or pit lane exit, whichever is the later.
- 3.4.6** Any Drivers unable to start the formation lap are required to indicate their situation to the marshals. Marshals will be instructed to push any car(s) remaining on the grid into the pit lane by the shortest possible route as soon as all cars able to leave the grid have done so. Any driver being pushed from the grid must not attempt to start their car until in the pit lane.
- 3.4.7.a** The cars will begin a formation lap behind the Safety Car, maintaining their starting order. During this lap, practice starts are forbidden and the formation must be kept as tight as possible.
- 3.4.7.b** Overtaking during the formation lap is permitted only if a car is delayed when leaving its grid position and cars behind cannot avoid passing it without unduly delaying the remainder of the grid. In this case, drivers may overtake only to re-establish the original starting order. Any driver delayed in this way, and who is unable to re-establish the original starting order before they have crossed Intermediate Timing Point 2 (the end of timing sector 2), or another location advised in the Briefing Notes for the Event, must drop to the back of the grid and start the race from there.
- 3.4.7.c** Any driver who is delayed leaving the grid must not overtake another moving car if they were stationary after the remainder of the cars had crossed the Start Line (as defined in Article 8.2 of the Code) and must start the race from the back of the grid. If more than one driver is so affected, they must form up at the back of the grid in the order in which they left to complete the formation lap. If the Start Line is not situated in front of the pole position, for the purposes of this Article only, it will be deemed to be a white line one metre in front of the pole position.
- 3.4.7.d** When all cars are lined up side-by-side for the start, the Safety Car will reduce the speed to 80 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 their speed to a maximum of 110 km/h by the time of the start.
- 3.4.7.e** Approaching the start, the formation of the cars must be kept as tight as possible up to the point that the start signal is given. There should be no significant gaps between the rows of cars as they approach the Line for the starting signal. As the leader slowly increases their speed to a maximum of 110 km/h by the time of the start, all cars in formation should do likewise, remaining in close formation and in line over the starting boxes until the start signal is given. No car should exceed the speed of the leader prior to the starting signal.
- The Race Director may define in the Briefing Notes a 'Starting Zone' from which point the start can be given.
- The red light will be illuminated at the start during the Formation Lap. No car may overtake another one before the starting signal is given. The starting signal will be the illumination of green light(s) or other start signal specified in the Briefing Notes for the Event.
- 3.4.7.f** There will be a rolling start as defined in Article 8.3 of the Code. Race timing will commence at the point that the race start signal is given. The official race start time may be posted on the timing monitors by the Timekeepers. All subsequent times in the race (e.g. pit stop window) will refer to this time. Should an additional formation lap be carried out, Article 3.4.8 will apply.

- 3.4.8** If a problem arises when the cars reach the Line at the end of the formation lap, the red light(s) at the Line will remain illuminated. Yellow lights/flags will be displayed at all signalling points. The cars, with pole position leading, will complete a further formation lap with the car on pole position setting the pace. Should such an additional formation lap be carried out, the race timing will commence at the end of the first formation lap.
- 3.4.9** If the Stewards decide there has been a False Start, the driver concerned will be penalised by a Time Penalty of a minimum of 10 seconds added to their elapsed race time. A Driver will be adjudged to have made a False Start when their Car is not positioned for the Start as follows: they must not accelerate early or unevenly and must maintain their allocated grid position as they traverse the grid travelling within its lines or grid boxes until the Start signal is given. The Stewards may use any video or electronic means to assist them in reaching a decision. The Stewards may overrule a Judge of Fact.
- 3.4.10** Race 1: Driver 1 must take the start.
Race 2: Driver 2 must take the start except in the case of a Solo AM driver.

Please refer to Article 2.6.8 regarding the mandatory requirement for Competitors in the Pro Category, Pro/AM Category and AM Category (AM/AM), and with Guest Drivers, to nominate the names of Driver 1 and Driver 2 to the Series Coordinator by the deadline imposed.

3.5 Pits & Pit Lane

- 3.5.1** The pit lane speed limit will be 50 kph unless amended by the Supplementary Regulations or by Bulletin issued by the Stewards and must be adhered to at all times. Failure to comply with the limit will usually be penalised.
- 3.5.2.a** Competitors are responsible for driving standards when entering and leaving the pit lane area and this includes checking for other vehicles when departing from their pit lane apron stopping position ("pit stop position"). Competitors must ensure that there is adequate distance for the car to be released safely in front of any approaching car. Cars must not be released from their pit stop position in a way that could endanger pit lane personnel or another driver.
- 3.5.2.b** Any car in the Fast Lane has priority. For safety reasons, any driver released from their pit stop position must move to the Fast Lane as quickly as possible; drivers must not drive side by side with another car; drivers must not drive through another team's pit lane apron at any time.
- 3.5.2.c** Cars may only leave their pit stop position when they are ready to rejoin the track and are in a safe condition to do so. They must proceed down the pit lane at between 45 and 50 kph, without slowing or stopping except in cases of force majeure, whilst respecting the pit lane speed limit. Except for safety reasons, recognised as such by the Stewards, they should not stop in the fast lane, proceed at slow speed or vary speed.
- 3.5.3** In all cases in Article 3.5.2 above, a car will be deemed to have been released as soon as it moves from its pit stop position.
- 3.5.4** Each Competitor will be allocated a defined area within the pit lane in which to work during any official session/race. Pit trollies and other equipment must be positioned as close as possible to the front of the doors to the pit boxes.
- 3.5.5** At all times, when a Car is stopped in the working lane it must be parked parallel to the fast lane.
- 3.5.6** While the car is in the pit lane the engine must not be running unless all four wheels are on the ground.

3.5.7 When cars are instructed to enter the pit lane from the pre-grid area, they may line up in the fast lane at pit exit to await the 'pit lane open' time or may go to their defined pit area. In the case of races, it is the responsibility of the Competitor to be aware of the pit lane closing time.

3.5.8 Cars may not return to the Paddock during any session or race except with the prior approval of the Series Technical Delegate or the Race Director in exceptional circumstances.

3.6 Mandatory Pit Stop Procedures

3.6.1 Please refer to Article 3.4.10 with regard to start drivers in each race.

3.6.2 Any driver making a stop must comply with the pit lane speed limit and stop only at their designated pit stop position.

3.6.3 Pit Stop Window:

3.6.3.a All Cars must complete a mandatory pit stop and must complete a driver change within the designated pit stop window. Solo drivers must complete a mandatory pit stop within the designated pit stop window, respecting the minimum permitted pit stop time, albeit without a driver change. For the avoidance of doubt, Cars may stop outside of the designated pit stop window, for example for mechanical repairs or to change tyres, but the mandatory driver change may only be completed during the designated pit stop window.

3.6.3.b The window during which mandatory pit stops must be completed is as follows:-

Event 1, Monza: The pit stop must be carried out by passing the pit lane entry timing loop between the 18th and 28th minute from the start signal being given (not before 18m.00s.000 and not after 27m.59s.999)

Events 2 – 5: The pit stop must be carried out by passing the pit lane entry timing loop between the 20th and 30th minute from the start signal being given (not before 20m.00s.000 and not after 29m.59s.999)

3.6.3.c Please refer to Article 3.12.3 for red flag procedures during the mandatory pit stop window.

3.6.3.d The minimum permitted pit stop time (calculated from when the car crosses the pit in timing line to when it crosses the pit out timing line) will be advised in the Briefing Notes at each Event.

3.6.4 Team Personnel/Working on the Car during Pit Stop Window

3.6.4.a All personnel must remain behind or level with their pit trolley(s) until their Car has come to a complete stop, with the exception of one team member to control the stopping of the Car in the correct position and safe release of the Car in the Pit Lane. This car controller will be issued with an identifying armband by the Series Coordinator which must be worn at all times whilst in the Pit Lane. The car controller may stand at the front of the car and oversee the work of the mechanics. They may walk around the car but must not touch the car in any way and may only make visual checks.

3.6.4.b Only three (3) designated team personnel are permitted to work on each Car in the Pit Lane, plus the car controller operating in accordance with Article 3.6.4.a. These designated personnel will be issued with an identifying armband by the Series Coordinator which must be worn at all times whilst in the Pit Lane. The Driver being replaced may help the replacement Driver to install themselves in the car but may not work on the car.

3.6.4.c The changing of slick tyres is not permitted for the duration of the pit stop window unless subject to damage and authorised by the Series Technical Delegate or his appointed representative. The only form of tyre adjustment permitted will be pressure adjustment which must remain within the values defined in the Series Technical Regulations. However, in changeable weather conditions, slick tyres may be changed for wet weather tyres and vice versa.

3.6.4.d No refuelling is permitted.

3.6.4.e Before the car comes to a complete stop and the engine has been switched off, drivers are prohibited from releasing or unbuckling their harness and/or from starting to remove the safety net.

3.6.4.f The engine must be switched off when the Car comes to a complete stop during the mandatory pit stop and may only be restarted when the second driver has all belts securely fastened or, in the case of a Solo Driver, shortly before the time when the car is released.

3.6.5 Penalties:

3.6.5.a If a Car is judged to have infringed the minimum pit stop time applicable by less than 1 second, the Stewards will impose a time penalty of 10 seconds added to the elapsed race time of the Car concerned.

3.6.5.b If a Car is judged to have infringed the minimum pit stop time applicable by between 1 second and 10 seconds, the Stewards will impose a time penalty of 20 seconds added to the elapsed race time of the Car concerned.

3.6.5.c If a Car is judged to have infringed the minimum pit stop time applicable by more than 10 seconds, the Stewards will impose a time penalty of 40 seconds added to the elapsed race time of the Car concerned and may impose further penalties at their discretion.

3.6.5.d If a Car makes its mandatory stop including driver change outside the mandatory pit stop window for their Category, the Stewards will impose a time penalty of a minimum of 40 seconds added to the elapsed race time of the Car concerned and may impose further penalties at their discretion.

3.6.5.e If a Car fails to make its mandatory stop in accordance with Article 3.6, the Stewards will disqualify the Car from the Race and may impose further penalties at their discretion.

3.7 Race Finishes

3.7.1 For all races, the leader will be shown the chequered flag when they cross the Finish Line at the end of the lap during which the prescribed period ends.

3.7.2 Should for any reason the chequered flag be given before the prescribed time has been completed, the race will be deemed to have finished when the leading car last crossed the Line before the chequered flag was displayed. Should the showing of the chequered flag be delayed for any reason, the race will be deemed to have finished when it should have finished.

3.7.2 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 in the Briefing Notes, complying with any directions given by marshals or officials to return to the designated Parc Fermé area.

3.7.3 Drivers must keep helmets on, gloves on and harnesses fastened while on the circuit or in the pit lane and on the route to Parc Fermé.

3.8 Parc Fermé

- 3.8.1** The location of the Parc Fermé area will be in the respective team awning of each Competitor within the McLaren Trophy Paddock. The cars must be brought to the Parc Fermé area by the relevant drivers in full racing equipment using the route described in the Briefing. The cars whose Drivers are required to attend the end of race podium presentations may be brought to the Parc Fermé area by one of their mechanics who must be seated behind the steering wheel and in full control of the car at all times and using the prescribed route.

All cars are subject to Parc Fermé conditions after each Qualifying Session and Race until the end of the Protest period and until released by the Series Technical Delegate. During this time, no contact is permitted with the cars unless authorised by the Series Technical Delegate or his appointed representative. Any breach of Parc Fermé conditions shall be a breach of this Article 3.8 and the relevant penalty shall apply without consideration of whether any advantage has been gained.

- 3.8.2** There will be no Parc Fermé restrictions after Free Practice 1 and Free Practice 2 except that (a) SD cards are subject to Parc Fermé conditions and may not be accessed or removed until authorisation has been given by the Series Technical Delegate or the Race Director has given authorisation on the Team Managers Radio Channel and (b) the Stewards reserve the right to impose further Parc Fermé conditions at their discretion and this will be notified by Stewards Bulletin issued at the event concerned. Any breach of Parc Fermé regulations following a Free Practice Session may result in a penalty being imposed as defined in Article 4.2.4.a).
- 3.8.3** After each Qualifying Session all cars must go directly to the Parc Fermé area as detailed in Article 3.8.1. Any breach of Parc Fermé regulations following a Qualifying Session may result in a penalty being imposed as defined in Article 4.2.4.b).
- 3.8.4** All cars starting the Race must go to the Parc Fermé area after the race as detailed in Article 3.8.1 unless authorised to do otherwise by the Series Technical Delegate. Any breach of Parc Fermé regulations following a Race may result in a penalty being imposed as defined in Article 4.2.4.c).
- 3.8.5** The Series Technical Delegate may order certain cars to move to the McLaren Trophy Technical Area where further detailed checks will be carried out. The Series Technical Delegate may place seals on certain components of any such cars in the designated Parc Fermé area and these seals must remain intact until such time as they are removed by the Series Technical Delegate or his appointed representative.
- 3.8.6** No team members shall be allowed into Parc Fermé area at the McLaren Trophy Technical Area whilst detailed checks are being carried out unless invited by the Series Technical Delegate. This will be indicated by a sign showing the words "Parc Fermé in operation" at the entrance to the area.
- 3.8.7** Parc Fermé regulations will apply along the route between the Finish Line and the designated Parc Fermé area (see Article 3.8.1), between the Team Awnings and the McLaren Trophy Technical Area and between the Finish Line and the McLaren Trophy Technical Area.

3.9 Results & Classification

- 3.9.1** Cars will be classified taking into account the number of complete laps they have covered, and for those which have completed the same number of laps, the order in which they crossed the Finish Line.

- 3.9.2** Only cars which have covered at least 75% of the distance covered by the race winner will be classified (rounded down to the nearest whole number of laps) providing that they have crossed the Finish Line, not in the Pit Lane, under their own power within five minutes of the race winner.
- 3.9.3** If a race is suspended under Article 3.12, and cannot be resumed, no points will be awarded if the leader has completed less than two full laps, half points will be awarded if the leader has completed two laps but less than 75% of the scheduled race time, and full points will be awarded if the leader has completed 75% or more of the scheduled race time.
- 3.9.4** All practice and qualifying timesheets, grids and race results are deemed to be provisional until all vehicles are released by the Series Technical Delegate after post Practice/Qualifying/Race Scrutineering and/or after completion of any Judicial or Technical procedures.

3.10 Timing

Each car must be equipped with a fully operating timing transponder as specified in Technical Regulation 5.27.3.

3.11 Operation of Safety Car

- 3.11.1** The Safety Car may be brought into operation upon the sole decision of the Race Director to neutralise a race, to start a race in exceptional conditions (e.g. poor weather) or to resume a suspended race. The Safety Car will be driven by an experienced circuit driver and will carry an observer capable of recognising all competing cars and who is in permanent radio contact with the Clerk of the Course.
- 3.11.2** Two "Safety Car Lines" should be marked crossing the track and the pit entry and exit roads as follows:-
 - 3.11.2.a** Safety Car Line 1: at the point at which it is deemed reasonable to allow a car entering the pits to overtake the Safety Car or another competing car remaining on the track. It is also the point at which competing cars can pass the Safety Car as it enters the pits at the end of the intervention.
 - 3.11.2.b** Safety Car Line 2: at the point at which cars leaving the pits are likely to be travelling at a similar speed to competing cars on the track. A car on the track may therefore overtake another leaving the pits before reaching this line but no overtaking may take place after it.
- 3.11.3** The Safety Car will operate in accordance with Art. 2.10 of Appendix H of the Code. Neutralising the Race is covered specifically by Arts. 2.10.8 to 2.10.17. Starting the Race behind the Safety Car is covered specifically by Arts. 2.10.18 to 2.10.19.

3.12 Red Flag Procedure / Race Suspension

- 3.12.1** In the event of the red flag being displayed all cars must return to the pit lane (during Free Practice and Qualifying sessions) or return to the Red flag line (during Races). Drivers shall immediately reduce speed and proceed slowly without overtaking in the knowledge that timing has stopped and that the track may be blocked or have services vehicles upon it or that weather conditions may have made the track undrivable at racing speed.
- 3.12.2** Competitors will be advised if the race is to be resumed and of the length of any resumed race by the Race Director whose decision shall be final. The procedure to be followed varies according to the number of laps completed by the race leader before the signal to stop the race was given.

CASE A: Less than two full laps. If the race can be resumed, the original start will be null and void. The Drivers who are eligible to take part in the race shall be eligible for the restart in their original Car. Cars may be worked on. No refuelling will be permitted. No reserves will be admitted.

CASE B: Two or more full laps but less than 75% of the scheduled race time. If the race can be resumed, the race shall be deemed to be in two parts, the first of which finished when the leading Car crossed the Line for the penultimate time before the race was suspended (except where amended by Article 3.12.3). The grid for the second part will be formed with Cars arranged in the order in which they finished the first part. Only Cars which took part in the first start will be eligible and then only if they returned to the grid or the pits under their own power by an authorised route. No spare Cars or reserves will be admitted. Cars will be under Parc Fermé conditions and may not be worked on unless such work is authorised by the Technical Delegate on the grounds of safety. No refuelling will be permitted. The Final Classification will be the order of finishing at the end of the restarted race (not an amalgamation of the two parts). The Final Classification will list all Competitors who took the start of the race even if they did not take part in the restarted race.

3.12.3 Mandatory Pit Stop Window

- 3.12.3.a** In the event of the red flag being displayed during the mandatory pit stop window of a race, all cars will remain under Parc Fermé conditions until the Race Director instructs otherwise. On the instructions of the Race Director, cars which have not made their mandatory pit stop will be released from Parc Fermé for the sole reason of changing the driver and will return immediately to Parc Fermé conditions thereafter.
- 3.12.3.b** If the race can be resumed, the race shall be deemed to be in two parts with the race order at the end of the last full lap before the opening of the pit window being used to determine the order for the resumption. The second driver must be behind the wheel for the restart except in the case of Solo drivers. Case B of Article 3.12.2 is applicable except where amended by this regulation. Further instructions may be given by the Race Director.
- 3.12.3.c** If the signal to stop the race was given during the mandatory pit stop window and the race cannot be resumed, the race will be deemed to have finished when the Leading Car crossed the Line for the penultimate time before the opening of the mandatory pit stop window concerned.
- 3.12.4** If the race is resumed, it will be resumed in accordance with Art. 2.10.20 of Appendix H of the Code.
- 3.12.5** If 75% or more of the scheduled race time has been completed by the race leader before the signal to stop the race was given, the Cars will be sent directly to Parc Fermé and the race will be deemed to have finished when the leading Car crossed the Line for the penultimate time before the race was stopped.

3.13 Wet Weather Procedure

- 3.13.1** The Race Start Procedure will be in accordance with Article 3.4. In the event that the weather conditions have changed from dry to wet in that all previous sessions have been undertaken on dry tyres and the Race Director believes that wet tyres may be required for the start of the race then the Race Director may decide at their discretion that two formation laps be undertaken behind the Safety Car, except at Spa when only one formation lap will be completed. Should such an additional formation lap be carried out, the race timing will commence at the end of the first formation lap.

- 3.13.2** In the event that conditions change while cars are in the countdown sequence the countdown will be suspended, tyres may be changed and then the countdown will resume from the “five minute” signal. The Race Director may decide at their discretion that two formation laps be undertaken behind the Safety Car, except at Spa when only one formation lap will be completed. Should such an additional formation lap be carried out, the race timing will commence at the end of the first formation lap.
- 3.13.3** At all times, the onus rests on the Competitor to ensure that their car is using the tyres best suited to the conditions prevalent at the time. In the case that the Race Director deems that a car is on tyres which are inappropriate for the prevailing conditions, the Stewards may order that the driver be shown the black flag.
- 3.13.4** The car’s rear light and headlights must be illuminated at all times when it is running on wet-weather tyres. It shall be at the discretion of the Race Director to decide if a driver should be stopped because their lights are not illuminated. Should a car be stopped in this way it may re-join when the fault has been remedied.
- 3.13.5** In exceptional circumstances, the race may be started behind the Safety Car in accordance with Arts. 2.10.18 and 2.10.19 of Appendix H of the Code.
- 3.14 Driving**
- 3.14.1** Any Driver experiencing mechanical difficulties during any session must stop the car as soon as practical, in compatibility with safety, at a designated marshal’s post where assistance can be offered. The driver should leave the car in neutral gear and with the steering wheel attached.
- 3.14.2** Within a qualifying session or race, when a car is stopped trackside and receives any kind of mechanical assistance, the Driver may not continue any further. Assistance from marshals alone, in just pushing a car, is permitted and the car may continue within the session having had such help.
- 3.14.3** Drivers must observe the provisions of the Code relating to driving behaviour on circuits at all times.
- 3.14.4** Drivers must use the track at all times and may not leave the track without a justifiable reason. For the avoidance of doubt:
- The white lines defining the edge of the track are considered to be part of the track.
 - A Driver will be judged to have left the track if all four wheels of the car go beyond the white line.
 - Any kerbs installed beyond the white lines are not considered to be part of the track.
 - Any Car identified by a Judge of Fact as having left the track (unless for reasons beyond their control) on more than one occasion will be shown the Black and White flag as a warning. It is not a condition that the driver of the car must have been shown the Black and White flag before a penalty is applied.
 - Any report made by a duly appointed Judge of Fact regarding a Car having left the track may not be contested by the Competitor or the Driver concerned and a Judge’s statement of fact must be accepted as a fact unless later corrected by them or over-ruled by the Stewards. The Race Director and/or the Stewards may, at their sole discretion, review any report for the purposes of ensuring accuracy and consistency. This does not preclude the Stewards from exercising their right to over-rule, or accept a correction from, a Judge of Fact.

The following penalties may be applied:

Free Practice:

- Any Driver identified by a Judge of Fact as having left the track (unless for reasons beyond their control) may have that lap time (and where appropriate the following lap time) deleted by the Race Director or Stewards.

- b) Any Car that repeatedly leaves the track¹ may be reported to the Stewards who may impose a penalty which may include a Stop-and-Go or a Stop-and-Hold Penalty with a prescribed stop time (minimum five minutes).

Qualifying:

- a) Any Driver identified by a Judge of Fact as having left the track (unless for reasons beyond their control) will have that lap time (and where appropriate the following lap time) deleted by the Race Director or Stewards.
- b) Any Driver who repeatedly leaves the track¹ may be reported to the Stewards who may impose any penalty they deem appropriate which may include the deletion of all lap times from that qualifying session or a drop of grid positions for the race.

Race:

- a) Any Car identified by a Judge of Fact as having left the track (unless for reasons beyond their control) on more than:-
Five occasions - may be reported to the Stewards who may impose a 5 second time penalty on the car concerned.
Eight occasions – may be reported to the Stewards who may impose an additional 10 second time penalty on the car concerned.
Further offences may result in additional penalties being imposed at the discretion of the Stewards which may include Disqualification from the Race.
- b) The Stewards may impose a penalty at their discretion upon any Car who repeatedly leaves the track¹.

¹ FIA ISC, Appendix L, Chapter IV, 2c) refers

3.14.5 Should a Car leave the track the driver may re-join, however, this may only be done when it is safe to do so and without gaining any advantage. At the absolute discretion of the Race Director, a Driver may be given the opportunity to give back the whole of any advantage they gained by leaving the track.

3.14.6 Official instructions will be given to Drivers by means of the signals set out in Appendix H of the Code. At circuits where flag signals are supplemented by light panels/signals, both means of signalling are deemed to have regulatory value. In the case of conflicting signals between the flags displayed by the marshals and the light panels/signals, drivers must comply with the requirements of the signal with the highest level of safety.

JUDICIAL PROCEDURES

4.1 Standards expected by the Organising Committee

4.1.1 The encouragement of fair competition, high standards of racing with appropriate respect for other Competitors and their vehicles will be considered paramount, and in that respect:

- a) The Series Organisers reserve the right to impose further penalties on any Competitor who has been adjudged by the Race Director and/or the Stewards at an Event to have behaved, on or off the track, in a manner considered by the Organising Committee to have brought the Series into disrepute. This may include disqualification from participation in a future Race or Event(s), loss of points, awards, and/or season awards or disqualification from the Series. In cases of repeated offences, the Organising Committee reserve the right to disqualify any Competitor from a fixed number of races or from the Series. In such cases no other Competitor's score shall be adjusted.

- b) Breaches of regulations including driving standards will be firmly dealt with. If it appears from official video recordings or any other evidence that there may have been a breach of regulations including driving standards or behaviour, on or off the track, the Series Organisers will be entitled to request that the Organising Committee consider the inception of an enquiry into the matter, notwithstanding that the Race Director and/or the Stewards may or may not have already investigated the incident. Penalties may include disqualification from participation in a future Race or Event(s), loss of points, awards, and/or end of season awards or disqualification from the Event or Series. In such cases no other Competitor's score shall be adjusted.
- c) The Organisers, the Race Director and the Stewards reserve the right to view track performance data, hereafter "Data" from any source, including but not limited to video and data logging equipment, including the ECU. The Stewards may impose any penalty they deem appropriate upon any Competitor who fails to provide any requested Data in a timely manner.
- d) Vehicles which have sustained substantial body damage or whose appearance is deemed by the Series Coordinator or the Race Director to be below an acceptable standard may be referred to the Stewards for consideration of the imposition of a penalty. Competitors are expected to affect repairs from previous accident damage prior to presenting their vehicle for scrutineering. In some cases an instruction to carry out repairs may be issued by the Series Coordinator or the Series Technical Delegate.
- e) If in the opinion of the Organising Committee, if a Competitor is deemed to have a significant performance advantage over other Competitors they may order that immediate action be taken to mitigate the advantage in the interests of fair competition. Such actions may include, but are not limited to, change of configuration requirements and/or the reprogramming of the ECU and/or the imposition of success penalties for the Car concerned. Any such order will be notified to Competitors by Bulletin.

4.2 Penalties

- 4.2.1** The Stewards shall decide what penalty to enforce in the event of a breach of the regulations. They may impose penalties in accordance with the Code and these Series Regulations.
- 4.2.2** An Incident is defined as any occurrence or series of occurrences involving one or more Drivers, or any action by any Driver or Competitor or Team member which is reported to the Stewards by the Race Director (or noted by the Stewards and subsequently investigated) which allegedly constitutes a breach of these Series Regulations or the Code.

The failure to display an infringement notice and/or penalty on the timing screens and/or through any other team communication system does not invalidate the decision and/or the imposition of any penalty imposed during a session or race.

Unless it is completely clear to the Stewards that a Driver was wholly to blame for an Incident the matter will usually be investigated after the end of that session or race.

Drivers who have been involved in an incident must remain available at the circuit until all judicial procedures relating to that incident have been completed. In the absence of any party concerned or of their witnesses, the Stewards may make judgement by default in accordance with Art. 13.6.4 of the Code.

- 4.2.3.a** The Stewards may impose any of the following penalties on any Driver who is involved in an incident:
- Written Warning
 - Reprimand
 - Fine
 - Disallowance or deletion of any number of a Driver's race, qualifying and practice lap times(s)
 - Stop-and-Go penalty with or without a prescribed stop time
 - Stop-and-Hold penalty with a prescribed stop time to be served in a future session
 - Drop of grid position(s)
 - Obligation for a Driver to start a race from the Pit Lane
 - Drive through penalty
 - Time penalty up to a maximum of 60 seconds added to the elapsed race time of the Driver concerned
 - Penalty lap(s)
 - Drop of place(s) in the classification of the race
 - Forfeiture of points within the Series classification (Drivers and/or Teams)
 - Disqualification
 - Any other penalty listed in Art. 12.4 of the Code
- 4.2.3.b** When the Stewards impose a penalty of a Reprimand on a Driver, they will categorise it as either a Reprimand or a Driving Conduct Reprimand. One penalty point will be attached to a Reprimand and two penalty points will be attached to a Driving Conduct Reprimand. The Stewards will impose a drop of three grid positions effective in their next Race upon any Driver who accrues four penalty points during the course of the Series. The points total for that Driver will be reset to zero after the grid drop penalty has been served.
- 4.2.3.c** A Drive Through penalty or a Stop-and-Go penalty may not be taken whilst the Safety Car is in operation during a Race. This is deemed to be from the moment that the Safety Car lights/flags and boards are first displayed until after the car concerned has passed the green flag at the Line at the end of the Safety Car period.
- 4.2.3.d** If the Stewards impose a Drive Through penalty or a Stop-and-go penalty during the last ten minutes of a race, or after the end of a race, the penalty will be replaced with a 45 second time penalty added to the elapsed race time of the Car concerned. If a Car is not able to serve its Drive Through penalty or Stop-and-go penalty due to retirement from the race, the Stewards may impose a drop of grid positions for its next race.
- 4.2.3.e** A Stop-and-Go penalty must be served in the defined team working area under the sole responsibility of the car controller. The car must enter the Pit Lane on the next approach to the pit entry. The car must come to a complete stop and may be released either immediately, or if a Stop-and-Go penalty with a prescribed stop time is specified, the car must remain motionless for this time. The engine can be kept running but no operation is permitted on the car, and the driver must remain on board.
- 4.2.3.f** A Stop-and-Hold penalty must be served at the start of a session in the defined team working area under the sole responsibility of the car controller. The car must remain in its defined team working area for the prescribed duration of time. The engine may be started. The driver is not obligated to be on board and may enter or exit the car. No work may be carried out on the car for the duration of the penalty period.

4.2.4 Any technical infringement will be dealt with as follows:

- a) Infringement after a Free Practice Session will result in the deletion of all times from within that session and a fine to a maximum of £5,000 may be imposed.
- b) Infringement after a Qualifying Session will result in the deletion of all qualifying laps from within that session, a fine to a maximum of £5,000 may be imposed and the non-compliance must be rectified to the satisfaction of the Technical Delegate before participation in the race is allowed. Once rectified the car will be permitted to start the race from the back of the grid in a position determined by the Stewards. For infringements that are deemed by the Stewards to be of a more serious nature, they may impose further penalties that may include a Stop-and-Go Penalty with a prescribed stop time to be served during the race.
- c) Infringement after a Race will result in disqualification from the race, a fine to a maximum of £10,000 may be imposed and all awards will be forfeit. For infringements that are deemed by the Stewards to be of a more serious nature, they may impose further penalties that may include disqualification from the Event.
- d) The Stewards may refer any Competitor who repeatedly infringes this Article 4.2.4 to the Parent ASN for their consideration of an additional penalty.

4.2.5 All fines are payable to the Parent ASN which is Motorsport UK.

4.2.6 The following procedures will be implemented by the Stewards regarding written documents and communications unless otherwise advised by Bulletin:

Summons – Any Competitor required to attend a Hearing of the Stewards will be summoned by a WhatsApp message sent by the Chair of the Stewards to the Team Managers Group. Upon receipt of a Summons, the Competitor(s) concerned should acknowledge receipt.

Decisions – will be issued to the Competitor(s) concerned by WhatsApp. A Decision will include the names of the Stewards. Upon receipt of a Decision, the Competitor(s) concerned must acknowledge receipt. However, any decision that has not received an acknowledgment of receipt will be deemed to have been received 30 minutes after transmission. It should be noted that this acknowledgement does not state or imply that a Competitor accepts the Decision and does not affect in any way the right of a Competitor to Appeal a Decision, where permitted to do so under the regulations.

Bulletins and Decisions – will be posted on the McLaren Trophy Europe Sportivity App which is designated as the Official Notice Board. The time of posting will be stated on each document and will be the official time. Paper copies will not be distributed or displayed on any physical notice board.

4.2.7 The nominated Team Manager or their appointed representative must monitor the Team Managers WhatsApp group throughout each Event and remain available to be summoned to the Stewards to represent the Competitor and acknowledge any decisions until the Final Classification of Race 2 is published.

4.3 Protests and Appeals

4.3.1 Protests must be made in accordance with the Code and must be accompanied by the appropriate fee set down by the Parent ASN.

4.3.2 Appeals must be made in accordance with the Code and accompanied by the appropriate fee set down by the Parent ASN.

- 4.3.3** With reference to Art. 12.3.4 of the Code, the following decisions are not subject to Appeal: Disallowance or Deletion of Free Practice Lap(s), Qualifying Lap(s) or Race Lap(s); Stop-and-Go penalty with or without a prescribed stop time; Stop-and-Hold penalty with a prescribed stop time; Drop of grid position(s); Obligation for a Driver to start the race from the Pit Lane; Time Penalty; Penalty Lap(s), Drop of place(s) in the classification of the race; or Drive Through Penalty.
- 4.3.4** The fees payable for protests and appeals will be included within the Supplementary Regulations for each Event.
- 4.3.5** The decisions of the FIA, Motorsport UK, BARC (and their officials), the Organising Committee and the individual local organisers as judges will be final.
- 4.4 Right of Review**
 - 4.4.1** The Stewards may consider a Right of Review in accordance with Art. 14 of the Code within 96 hours of the end of the Competition concerned if they deem a significant and relevant new element has been discovered. A request for the Stewards to consider a Right of Review must be made in writing and must specify the elements as determined by Art. 14.1.1 of the Code. It must be accompanied by a deposit set down by the Parent ASN and confirmed in the Supplementary Regulations.

TECHNICAL REGULATIONS - GENERAL

5.1 Summary of the Eligible Groups/Categories

McLaren Trophy Europe is a one-make Series open to the McLaren Artura Trophy Evo car.

The cars must meet the technical specifications of these Regulations, alongside the homologation document except where amended by these Regulations.

A change of car may only be requested prior to the start of Qualifying 1. Such request will be considered by the Stewards who will agree to or deny the request at their discretion.

Should there be any discrepancy between the provisions of these Technical Regulations and any relevant Technical Manual, Technical Information, Software Information or Parts Catalogue, then these Technical Regulations will take precedence.

Everything that is not expressly permitted in these Regulations is prohibited. Any addition or removal of material, heat treatment or coating to alter the properties of a part or component and/or its dimensions is forbidden. Mounting a part in a different way or location than the original delivery condition is forbidden. Any permitted changes may only serve the intended purpose. The Series Organisers reserve the right to amend and extend these Technical Regulations at any time and any amendments or additions will be advised to all registered Competitors in a Bulletin issued by the Series Coordinator.

5.2 Driver Equipment

Driver equipment must be worn at all times whilst the driver is seated in the car in the pre-grid area, the pit lane, on the track and on the route back to Parc Fermé. It is compulsory to wear overalls as well as gloves, underwear (with long sleeves and legs), balaclava, socks and shoes all homologated to the FIA Standard 8856-2000 or FIA 8856-2018. Furthermore, wearing a helmet and FHR in compliance with the FIA Regulations (Appendix L of the Code) is compulsory.

All driver equipment must be worn in accordance with the manufacturer's instructions (balaclavas inside race suits, FHR systems correctly secured, etc.). Failure to do so may result in the driver being shown the black flag and/or being ordered by the Race Director to immediately rectify any error or omission and/or the matter being referred to the Stewards for consideration of a penalty.

5.3 Scrutineering

Competitors must complete a Safety Equipment Form for each car and each driver and submit them to the Series Organisers a minimum of ten days prior to the start of the first Event in which they plan to compete. It is the responsibility of each Competitor to immediately advise the Series Technical Delegate of any subsequent change to any part of their submitted Safety Equipment Forms. The Stewards may impose any penalty (or penalties) available to them under Article 4.2.3.a for any failure to comply in full with this requirement.

Cars must be presented to the Pre-Event Scrutineering at the time specified on the Scrutineering Timetable in the following condition:

- With the fuel cell and safety cage certificate
- Without fuel
- With ballast, ready for sealing, tamperproof seals will be provided by Technical Scrutineers
- With all mandatory stickers in place (Technical / Safety / Series sponsors)
- With dry weather tyres

The presentation of a Car for scrutineering will be deemed an implicit statement of conformity.

The Technical Delegate and his appointed representatives may:

- a) Check the eligibility of a car or of a Competitor's equipment at any time during an Event and may conduct checks without prior request from the Clerk of the Course, Race Director or Stewards.
- b) Require a car to be dismantled by the Competitor to make sure that the conditions of eligibility or conformity are fully satisfied,

No Car may take part in an Event until it has been passed by the Technical Delegate.

Any Car which, after being passed by the Technical Delegate, is dismantled or modified in any 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 to the Technical Delegate for scrutineering approval prior to its next track activity.

5.4 Drinking System

A drinking system with an electric pump may be used. Prior to installation it must be approved by the Technical Delegate.

5.5 Driver Cooling System

A cooling system with cooling vest may be used. Prior to installation it must be approved by the Technical Delegate. The installation according to the manufacturer's instructions is the sole responsibility of the Competitor.

5.6 Adaption of cars for drivers with disabilities

Cars fitted with adaptations solely for the purpose of allowing their use by drivers with disabilities will be authorised. These adaptations must be registered and approved by the Technical Delegate. Any such cars must carry the universal logo approved by the FIA Disability and Accessibility Commission distinguishing them as a disabled driver, on both doors, and at the front and rear of their competition vehicle during both competition and testing.

5.7 Permitted modifications and installations

The only work which may be carried out on the cars is that necessary for its normal servicing or for the replacement of parts worn through use or accident. In addition, Competitors may change and/or update cars in accordance with any instructions given in a Technical Bulletin issued by the Series Coordinator.

The limits of the modifications and installations allowed are specified hereinafter. Any part worn through use or accident may only be replaced by identical McLaren Genuine Parts that are assigned to the eligible vehicles. All options listed in the McLaren Genuine Parts catalogue for Artura Trophy Evo are permitted. However, a rear camera may be sourced externally by the Competitor and fitted. The McLaren Genuine Parts are specified in the spare parts catalogue. The latest version of the spare parts catalogue is defined as the version available at the time of inspection in the Artura Trophy section of the McLaren online after sales portal ("the portal").

Throughout the vehicle, the standard fastening components such as nuts, bolts, washers, lock washers and spring washers may be replaced by McLaren Genuine Parts.

The service and replacement intervals as well as adjustment values specified by McLaren Customer Racing (see Technical Manual) are to be observed.

The Series Organiser may allow modifications that do not correspond to the series production status on all or individual vehicles, providing these do not permit a competitive advantage (e.g., for the attachment of cameras; radio installations, etc.). The Entrant must make written application to the Series Coordinator and receive written authorisation before making any such modification.

5.8 Minimum Weights and Ballast

The minimum total weight is 1445 kg.

The minimum weight consists of:

- The weight of the car with an empty fuel tank.
- The weight of the car with the declared combined driver weight for the Event.

5.8.1 Average Driver Weight

- a) Each Competitor must present themselves for official driving weighing at the time scheduled in the Event Bulletin including overalls, underwear, shoes, gloves, helmet and FHR. Note that seat inserts for the Driver are not part of the Driver weight and should not be included in the declared weight. Seat inserts are not included in the minimum weight of the car.
- b) The average weight of the Drivers in the car will be calculated and rounded up to the nearest integer. If any Drivers are given permission to race alone, the driver's weight will be rounded up.
- c) If the Car and declared combined driver weight is below the specified minimum total weight (Article 5.8), then ballast must be installed to achieve the minimum weight.
- d) Any Ballast must only be installed in the ballast box and sealed before Free Practice 1.
- e) The Ballast, as well as the individual weight of the Drivers in question, may be checked at any point during the Event. Any anomalies will be reported to the Stewards who may impose any of the penalties listed in Article 4.2.3 of the Sporting Regulations.

5.8.2 Ballast

The installation of ballast is permitted. This must be installed in the ballast tray situated in the passengers footwell and sealed at scrutineering. See Attachment 1.

5.8.3 Determining the total weight of vehicle and driver

The Technical Delegate or his appointed representatives will weigh the vehicle and driver separately in order to determine the total weight of the vehicle and driver.

Prior to weighing a car, the Technical Scrutineers shall instruct the Competitor to remove the remaining fuel from the fuel tank, after taking a fuel sample according to fuel sample regulations if requested by the Technical Delegate. Team personnel removing fuel from the car for technical checks must wear full fireproof clothing (including shoes, gloves, goggles, balaclavas, etc.) and be equipped with fire extinguishers.

5.8.4 Weight changes during Qualifying and Races

During any Qualifying Session and Race, the weight of the car is only allowed to be altered by:

- Changing from slick tyres to wet tyres or vice versa.
- Consumption of consumable materials and fluids

On the way from the circuit to the Parc Fermé, in the Parc Fermé itself, and on the way to the post-race Technical Scrutineering under no circumstances is weight allowed to be added to the Car or the Driver (with the exception of a minimum intake of fluid by the Driver for health and safety reasons).

5.8.5 Verification of the minimum weights by the Competitors on the official scales

Competitors have the opportunity to check the weight of their vehicles and drivers during the event on the official scales with the permission of the Technical Delegate or his appointed representatives. Only the measurements recorded by the Technical Delegate shall be deemed accurate for the purposes of compliance with the regulations.

5.8.6 Personal protective driver equipment during weighing

During the weighing, each Driver must wear his complete driver apparel including the mandatory head restraint system.

5.8.7 Weighing of Cars

Weighing of vehicles will be carried out regularly using the official scales.

If a Car cannot reach the weighing area under its own power, it must be brought to the weighing area solely by marshals. If this is not possible, then the Technical Delegate can assign other persons for this purpose.

5.8.8 Leaving the weighing area

Without the consent of the Technical Delegate, the drivers are not permitted to leave the weighing area and the car is not allowed to be removed.

5.8.9 Determining the driver weights

The drivers may be directed by the Technical Delegate or his appointed representatives to the McLaren Technical Centre for weight check immediately after Free Practice, a Qualifying Session, and a Race.

5.8.10 Replacement and loss of car parts

Any car parts replaced or that have become detached from the car during a Free Practice Session, a Qualifying Session or a Race must be presented to the Technical Delegate or his appointed representatives without request for inspection. The parts that were removed from the vehicle will be marked by the Technical Delegate or his assistants if necessary and must afterwards not be modified in any way. These parts must remain until released by the Technical Delegate in the Pit Lane or in the McLaren Technical Centre in sight of the Technical Delegate or assistants. These parts can be considered when determining the weight instead of the replaced parts.

In case of a loss of coolant, the final weight of the car may be only determined by refilling the car to its correct quantity.

5.8.11 Parc Fermé rules for vehicle weighing

Cars that have been specified for weighing are subject to Parc Fermé regulations. It is forbidden to add or remove any substance to/from the car after it has been selected to be weighed. The same applies during the weighing process and after the end of the race. Excluded are actions of the Technical Delegate and his appointed representatives.

5.8.12 Weighing in below the minimum weight

Please refer to Article 4.2.4 of the Sporting Regulations for the list of penalties that will be imposed in the case of falling below the minimum weight.

5.8.13 Bringing the car to the weighing area

It is the Competitor's responsibility to ensure that the Car entered by them can be brought directly to the weighing area when instructed by the Race Director or the Technical Delegate or his appointed representatives at any time during the Event. In any case, Parc Fermé rules apply to the car from the moment of the order until the opening of Parc Fermé.

5.8.14 Regulations on the route to and in the weighing area

Parc Fermé rules apply to the route to the weighing area and in the weighing area itself. Only the Technical Delegate and those people authorised by him are permitted to enter the weighing area. In this area, the only activities on the vehicle are those expressly permitted by the aforementioned persons. If a Car is not presented for weighing despite a request, the Technical Delegate will report the matter to the Stewards.

5.8.15 Car damage

Should a car be presented for weighing with lost or damaged parts it shall be at the sole discretion of the Technical Delegate to determine the parts that should be replaced prior to the car being weighed.

5.9 Emissions regulations

All Cars must be equipped with a catalytic converter as supplied by McLaren Customer Racing.

5.10 Blanking

Blanking may only be applied to the high temperature radiators along with brake duct openings.

5.11 Fire Extinguisher

All on-board fire extinguishers must be plugged in and switched to active from the moment a car leaves its team area to travel to the pre-grid area for each session and must not be deactivated until after the end of Parc Fermé restrictions.

5.12 Fuel type and single fuel

5.12.1 The following single fuel must be used:

A single supplier of fuel (Totalenergies) for the Series is designated by the Series Organisers and will be confirmed to Competitors in a Bulletin issued by the Series Coordinator. This ELF CORE 50 is the only fuel allowed to be used by Competitors during the course of the series. No alterations to the composition of this fuel and no additional substances of any type are permitted to be made to the fuel as supplied. Purchase of the fuel is the responsibility of the Competitor from Totalenergies shop – <https://racing-shop.totalenergies.com>.

5.12.2 Fuel controls

The Technical Delegate or his authorised representatives shall be entitled to take fuel from a Competitor's car at any time during the event. At any time during the event until the end of the Protest deadline (subject to removal of fuel for the weighing procedure), the Competitor must ensure that a minimum amount of 1 litre of fuel can be taken from the corresponding removal point (fuel dry break) in the engine compartment. Fuel removed in this way will be placed into three labelled containers which will be sealed and delivered as follows; one container to the Technical Delegate for testing; one container for the Series Organisers; one container to the Competitor. These samples must be identical to the reference fuel taken from the fuel supplier designated above. If the

Technical Delegate orders that a car be defueled (for example to check the minimum weight of the car without residual fuel), a fuel sample must be taken prior to defueling the car.

5.12.3 Refuelling, Refuelling installations and control

A closed-circuit fueling system is mandatory.

All additives are prohibited. Fueling and refueling of the vehicles during practice, qualifying and the races is forbidden this includes the gap between the Free Practice scheduled immediately before the Qualifying. All chemical changes to the fuel are forbidden. No refueling is permitted in the pit lane at any time.

Any operations involving the handling of fuel require the proper grounding to earth of the car and all equipment involved, in addition there must be two 6kg ABC Dry Powder or alternatively two 5kg CO2 fire extinguishers present in the area of the fuel operations. Fuel may only be added or removed into or from the fuel cell of the car using a closed-circuit fueling system manufactured by a specialist company (the Series Organiser reserves the right to inspect any system being used and approve or disapprove its use). The exact specification of the closed-circuit fueling system may be chosen by the team according to their needs (size, pump speed, etc.) however no safety aspect of the system is permitted to be changed. The fuel will only be supplied in drums and may only be added and removed from the drums with the same closed-circuit fueling system specified using a suction pipe.

Should there be any circumstances where a team is unable to use the closed-circuit fueling system, then any fuel operations must be performed outside the team tent in a fenced and gated area of at least 5m in each direction of the car. All personnel working in this area must wear full fireproof clothing (including shoes, gloves, goggles, balaclavas, etc.). The car and all equipment must be grounded to earth properly and at least two 6kg ABC Dry Powder or alternatively two 5kg CO2 fire extinguishers with stand-by personnel (not involved in any fuel operations) must be present in this area. Under no circumstances must members of the public, competitors, team guests or unauthorized personnel be permitted in this area at any time during the fueling operation; it is the responsibility of the team (Competitor) to ensure that such persons are excluded from the area.

Any work requiring the fuel cell to be opened may only be performed after all fuel has been completely removed from inside the fuel cell and with appropriate protection and fire extinguishers being present at the respective workplace.

Smoking and hot works are prohibited when any operation involving fuel, or the fuel cell is in progress.

TECHNICAL REGULATIONS - SPECIFIC

5.13 Specific Technical Regulations

All Cars must comply with the requirements of these Technical Regulations. Technical inspection and acceptance of the cars is undertaken by the Technical Delegate and his authorised representatives.

In addition to the General Technical Regulations above the following specific Technical Regulations are applicable.

5.14 Engine

5.14.1 General description

- Aluminum six-cylinder mid-engine V6 120°
- Engine sealed
- 2,993 cm³; stroke 90.0 mm; bore 84.008 mm
- Max. power: 615 (PS) at 7,500 rpm
- Max. rpm: 8,100 rpm
- Twin Turbo: 16FB929CP (LH) & 16FB930CP (RH) – Wastegate electrically operated
- Charge Air Cooling: 4.223 (AIR) + 0.712 (COOLANT) 16F00363CP (LH) 16F0040CP (RH)
- Water cooling with heat management for engine and gearbox
- Four valves per cylinder
- Variable cam phasing (Intake & Exhaust)
- Direct fuel injection
- Dry-sump lubrication
- Electronic engine management (Bosch MS 6.4)
- Regulated push to pass
- Race exhaust system with regulated race catalytic converter exiting towards the rear
- Electronic throttle pedal

5.14.2 Engine Seals

5.14.2.1: Engines are sealed at McLaren Customer Racing prior to delivery. Location of seals are shown in the images below.



Right Hand Cam Cover



Left Hand Cam Cover



Lower Crank Case

5.14.2.3: A vehicle with an unsealed engine or with a damaged seal will be reported to the Stewards and/or the Organising Committee who may apply any penalty they determine including disqualification.

Any work on the engine that requires the seal to be opened must be undertaken by McLaren Customer Racing. An engine change must be approved in writing by the Technical Delegate prior to the change.

Before new engines are delivered and refitted, a new seal will be affixed by Technical Delegate or nominated technical personnel from McLaren Customer Racing.

5.14.3 Engine electronic control units

Throughout the entire event, only the Bosch Motronic MS6 electronic control unit coded and sealed by the Technical Delegate or his authorised representatives for the event are permitted to be used.

The electronic control unit including the complete wiring harness must be used without modifications. The Series Organisers or the Technical Delegate reserve(s) the right to check or exchange the electronic control unit or record the engine characteristic data at any time during the event. The Series Organisers reserve the right to reprogram the electronic control units at any time during an event. It is thus ensured that the status of the program and data is identical for all participating cars.

Artura Trophy Evo has an enhanced Engine Calibration exclusively for use in the McLaren Trophy Series. The calibration will be applied to existing ECU via a software update and license application and is only available to McLaren Trophy series competitors, who have purchased the "Trophy Kit" A3ZA678QP.

All Cars must run the Trophy engine calibration supplied RaceCon file. This will be distributed by McLaren Customer Racing, must be used for the duration of each Event and must not be modified in anyway, with exception to changing lap trigger, customer macro and option pack settings.

5.14.4 Cooling System

The cooling system must remain as supplied without modification to radiators, hoses or pipe routing.

5.15 Transmission (gearbox/differential)

5.15.1 General description

- Oerlikon Graziano Dual Clutch Transmission (DCT)
- Sealed

Gear ratios:

Final drive	$41/11i = 3.727$
1st gear	$47/17 i = 2.765$
2nd gear	$40/19 i = 2.105$
3rd gear	$41/31 i = 1.323$
4th gear	$38/37 i = 1.027$
5th gear	$29/31 i = 0.935$
6th gear	$27/37 i = 0.730$
7 th gear	$21/38 i = 0.553$

- Internal pressure-oil lubrication with oil cooling by oil-water heat exchanger
- Mechanical limited slip differential
- Semi-Automatic (paddle shift) / Electrohydraulic
- Multi plate wet clutch / Electrohydraulic

- McLaren Gearbox control unit (TCU) 14M1084CP

The transmission will be sealed from factory by affixing lockwire to predrilled bolts on the differential casing only. Image below indicates the location of the seal.



A Car with an unsealed transmission or with a damaged seal will be reported to the Stewards and/or the Organising Committee who may apply any penalty they determine, including disqualification.

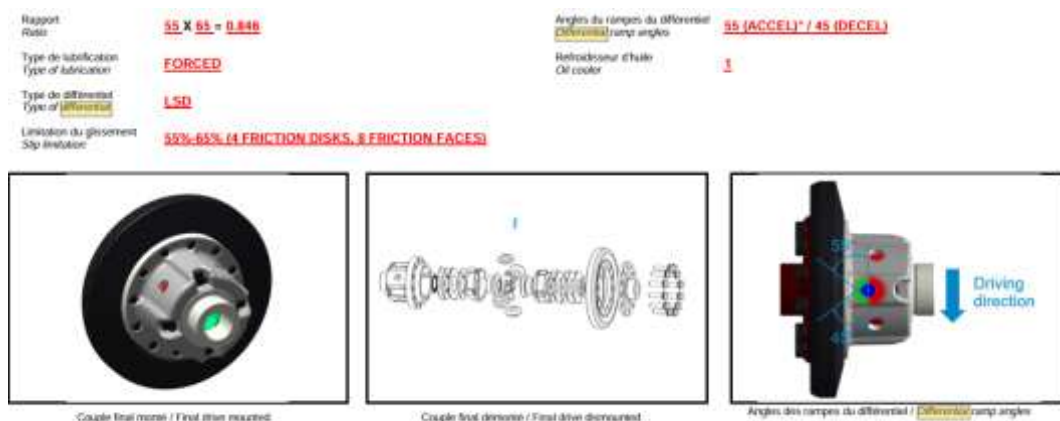
Any work on the transmission that requires the seal to be opened must be undertaken by McLaren Customer Racing. A transmission change must be approved in writing by the Technical Delegate prior to the change.

Before new transmissions are delivered and refitted, a new seal will be affixed by the Technical Delegate or nominated technical personnel from McLaren Customer Racing.

5.15.2 Differential Ramp Angle LSD

Power ramp angle: 55 degrees

Coast ramp angle: 45 degrees



5.16 Engine oil quick refill

The use of an "oil quick filling kit" is not permitted.

Lubricants Engine:

Mobil 1 0W/40 engine oil is compulsory. All additives are prohibited.

Transmission:

Mobil 1 75W-90 transmission oil is compulsory. All additives are prohibited. There must be a minimum of 4.0 litres of transmission oil in the gearbox at all times during the event.

5.17 Brakes

5.17.1 General description

Two independent brake circuits with brake pressure sensors for front and rear axle, adjustable by the driver via brake balance system. Bosch Motorsport ABS M5 with associated sensors must be fitted at all times.

All Cars must run the ABS calibration file supplied. This will be distributed by McLaren Customer Racing and be used for the duration of each Event and must not be modified in any way.

Front axle:

5.17.1.1 Six-piston Alcon racing calipers in aluminum alloy with "anti-knock-back" piston springs

It is compulsory to have front caliper knock back springs fitted at all times for the duration of each Event. The minimum rating of the springs must be greater than 2.0kg.

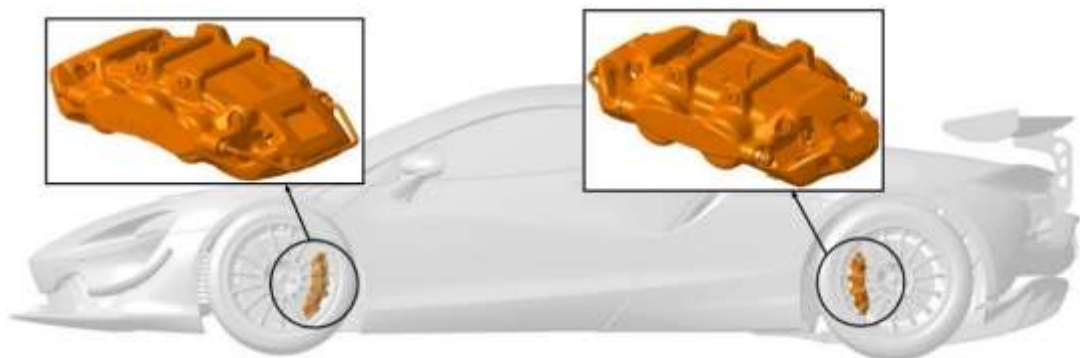
5.17.1.2 Alcon Ventilated and grooved steel brake disc with disc bell.

5.17.1.3 Racing brake pads supplied by McLaren Customer Racing must be fitted at all times

Rear axle:

5.17.1.4 Four-piston Alcon racing calipers in aluminum alloy with "anti-knock-back" piston springs

It is compulsory to have rear calliper knock back springs fitted at all times for the duration of each Event. The minimum rating of the springs must be greater than 2.0kg.



5.17.1.5 Alcon Ventilated and grooved steel brake disc and Racing brake pads supplied by McLaren Customer Racing must be fitted at all times.

5.17.1.6 Only the brake fluid specified by McLaren Customer Racing is permitted for use.

Only standard master brake cylinders are permitted for the 2 brake circuits on the

- Front axle: diameter 19.0mm
- Rear axle: diameter 20.6mm

Front axle:

- Aluminum 6-piston fixed calipers, one piece
- Part number: FL: A3C273QP FR: A3CA238QP
- Internally vented brake discs, diameter = 380 mm
- Part number: FL: A3CA285QP FR: A3CA286QP
- Racing brake pad options as listed on the portal must be fitted at all times.

Rear axle:

- Aluminum 4-piston fixed calipers, one piece
- Part number: RL: A3CA239QP RR: A3CA240QP
- Internally vented brake discs, diameter = 355 mm
- Part number: RL: A3CA287QP RR: A3CA292QP
- Racing brake pad options as listed on the portal must be fitted at all times.

A knock-back spring must be installed in each case under each brake piston of all brake calipers. External thermal or chemical treatment of these springs is prohibited.

5.18 Wheel / Suspension

5.18.1 General description front axle

- 5.18.1.1 Double wishbone, adjustable in height, wheel camber and track
- 5.18.1.2 Trophy Evo uprights
- 5.18.1.3 Wheel hubs with 5 stud wheel retention
- 5.18.1.4 Racing shock absorbers, adjustable
- 5.18.1.5 Anti-roll bar 25.0mm x 2mm or 25.0mm x 2.4mm
- 5.18.1.6 Electrohydraulic power steering
- 5.18.1.7 Tyre pressure monitoring system (optional)

5.18.2 General description rear axle

- 5.18.2.1 Double wishbone, adjustable in height, wheel camber and track
- 5.18.2.2 Trophy Evo uprights
- 5.18.2.3 Wheel hubs with 5 stud wheel retention
- 5.18.2.4 Racing shock absorbers, adjustable
- 5.18.2.5 Anti-roll bar 35.0mm x 2mm or 35.0mm x 3.0mm
- 5.18.2.6 Tyre pressure monitoring system (optional)

The suspension is allowed to be modified within the scope of the specified setting range. All genuine parts must be retained.

A change to the maximum permissible track on the front axle is not permitted. The front upper suspension wishbones must be affixed directly to the chassis on the front axle. Spacing the wishbones with shims or washers is prohibited.

Track maximum values: Front 1690 mm Rear 1660 mm

The wheelbase on the left and right sides of the vehicle must be 2640 mm +/-10 mm.

The measuring points are the centers of the wheel hubs.

5.18.3 Anti-roll bars

The anti-roll bars are only allowed to be unhooked provided that no parts are removed in the process. Only the setting options for which the technical specifications have been provided are allowed to be used.

5.18.4 Shock absorbers/springs

Only the factory-installed type R53 shock absorbers and chassis springs in their original condition are permitted to be used. Damping law (Load/Speed) must remain standard as per the homologation document, except where amended by these Regulations, for the respective models. The Series Organisers or the Technical Delegate reserve(s) the right to check or exchange any dampers at any time during the event. Permitted chassis spring options are stated below.

Suspension Damper Part numbers:

5.18.4.1.1 Front: A3BA097QP
Minimum closed length 354.5 mm / Maximum open length 448.5 mm
5.18.4.1.2 Rear: A3BA327QP
Minimum closed length 390.5 mm / Maximum open length 490.5 mm

5.18.4.1.3 Main spring permitted options:

ZZBA078QP Spring 8in x 2.25in ID 800lb
ZZBA079QP Spring 8in x 2.25in ID 900lb
ZZBA080QP Spring 8in x 2.25in ID 1000lb
ZZBA081QP Spring 8in x 2.25in ID 1100lb
The spring rate must remain the same across the axle

5.18.4.1.4 Helper spring permitted options:

ZZBA089QP – Front
ZZBA090QP - Rear

5.19 Wheels (flange + rim) and tyres

5.19.1 General description

- Front axle:
Single piece cast magnesium alloy according to McLaren specification and design
Part number: A3BA533QP
- Rear axle:
Single piece cast magnesium alloy according to McLaren specification and design
Part number: A3BA535QP

5.19.2 Wheels

The use of any other wheels than the originally specified wheels is prohibited. Valve caps must be fitted at all times for Free Practice, Qualifying and Race sessions.

5.19.3 Tyres

The single tyre supplier for the Championship (dry and wet tyres) will be advised in a Series Bulletin issued by the Series Coordinator. Only tyres approved and marked by the single tyre supplier are approved for use during this Series, for practice, qualifying and races. All new tyres which the Competitor intends to use during an event, must be collected from the tyre supplier in conjunction with that event.

A new tyre is a tyre that has not been previously registered and/or allocated to a car. A used tyre is defined as a tyre that has been previously scanned and allocated to the car concerned in accordance with Regulation 5.19.4. A set of tyres must comprise two front tyres and two rear tyres. Front and rear tyres are not interchangeable.

The original tyre tread and profile must not be modified or cut. Modification to marking, reference, information written on the tyre, or any traceability means is forbidden. This includes the barcode, manufacturer serial number, type of tyre, dimensions, and any other relevant items.

The specification of the tyres from the single tyre supplier will be advised in a Series Bulletin issued by the Series Coordinator. Only tyres of this specification may be used for the duration of the Events.

McLaren Customer Racing suggests that all competitors follow the recommendations and instructions of single tyre supplier regarding tyre pressures and set-up. It is not permissible to rotate the tyres on the rims. It is permitted to refit tyres, but the refitting must be performed by the single tyre supplier. Tyres stripped and refitted by the single tyre supplier is at the Competitor's own risk and cannot guarantee zero damage during the process especially if the tyre has been refitted several times.

5.19.4 Tyre marking

Throughout these regulations any reference to the marking of tyres includes the procedure of scanning and recording the individual bar codes of tyres.

At each event, and for the duration of each event, a maximum number of 4 sets of new slick tyres can be used.

1 additional used set of tyres are permitted which must have been scanned from a previous event.

The only exception to this regulation is:

- (a) the first event where 5 sets of new slick tyres are permitted.
- (b) A new entry to the Series after the first event is also permitted 5 sets of new slick tyres for their first event only. However, where the new entry involves a new driver or drivers but the chassis has previously participated in the series and remains with the same Competitor, this clause does not apply and the used tyres must be transferred from a previous event in which the chassis participated.

Wet-weather tyres will not be marked and there is no limit on the number that may be used, dependent on supply.

All barcodes of the marked tyres will be recorded in lists. Tyre bar codes will be scanned by the single tyre supplier and assigned to the Competitor/team and their competition race number. The bar codes will then be emailed to the Competitor/team, the Competitor/team must compare the barcodes of the tyres with those of the tyre list and sign to confirm agreement. The barcode list of all dry-weather tyres intended for use at the event must be presented to the Technical Delegate prior to the end of pre-event Scrutineering.

5.19.5 Change of Chassis & Car Number

Should a car change race number during the season but remain with the same Competitor, the used tyres will be transferred to the new race number. Should a car change chassis during the season, it will retain the same race number.

5.19.6 Ordering and returning of used tyres

The tyres for the relevant event must be pre-paid and ordered from the single tyre supplier at least ten working days before the event (set-up day). After the event the number of new tyres purchased during the event must be returned in used/worn tyres to the single tyre supplier for their ATA Carnet.

5.19.7 Practice, Qualifying and Race

Only the tyres marked for the relevant event are permitted to be used for the respective Free Practice, Qualifying and Races. Only correspondingly marked tyres are permitted to be taken into the pit lane for Free Practice, Qualifying and Races of the respective event.

5.19.8 Tyre damage

If a marked tyre is damaged during Free Practice, Qualifying or during a Race, should the Competitor wish to change the tyre then they must notify the Technical Delegate or his authorised representatives up to a maximum of two hours after the end of the Parc Fermé of the session concerned. Damaged tyres can only be exchanged with the approval of the Technical Delegate and in agreement with the single tyre supplier. The Technical Delegate has the authority to declare damaged tyres as unsafe and insist that they are replaced. In this case, marking/recording of the tyres by the single tyre supplier is necessary.

Competitors may replace one tyre per car during an Event on two occasions during the Series without penalty. Thereafter, if a tyre needs to be replaced during an event, the relevant car/driver will start from last place on the starting grid. The Stewards will confirm the final decision regarding the imposition of any such penalty. If several cars are subject to the above rule, the corresponding cars/drivers will be lined up at the back of the starting grid in the order of their qualifying results.

5.19.9 Treatment

All heating devices along with chemical, mechanical, and thermal treatment of the tyres is prohibited. Cleaning of the rims is permitted. The mechanical removal of rubber abrasion and stones is permitted. Tyre scraping is permitted except within two hours prior to the scheduled start time of any qualifying session or race. The use of heated covers, materials or other means that change the temperature of the tyres is prohibited for the entire duration of an event. From the time of the pre-start until the end of the session it is forbidden to cover the approved tyres.

5.19.10 Camber and Pressure

Values for the Maximum Camber and Minimum Pressure of tyres may be issued or modified during any Event and monitored at any time. The maximum negative value for the camber of both front and rear axles of the car may be monitored in static condition at any time during the Event, including in Parc Fermé after qualifying and the race(s), and must not exceed -3.5 degrees rear axle (subject to any change notified by Bulletin.)

The starting pressure of the tyres must be a minimum of 1.30 bar (subject to any change notified by Bulletin). The pressures will be monitored, with random checks being made on the grid by personnel authorised by the Technical Delegate.

Any car which does not reach the minimum starting pressure to the satisfaction of the Technical Delegate prior to the 3 minute signal may have their pressure adjusted by the Competitor to meet the necessary minimum starting pressure and may have the pressure re-checked. Any car which does not reach the minimum starting pressure to the satisfaction of the Technical Delegate after the 3 minute signal will be immediately reported to the Race Director who will take the following action:

1st Offence for the Car concerned: the Race Director will report the matter to the Stewards who will issue the Competitor with a Reprimand.

2nd Offence for the Car concerned during the Series: The Race Director will report the matter to the Stewards who will impose a Fine upon the Competitor.

3rd Offence and subsequent Offences for the Car concerned during the Series: The Race Director will order via the timing screens and/or radio, any such car to return to its working area in the pit lane at the end of the formation lap to remedy the situation. Once the tyre pressures have been checked and adjusted in the presence of an authorised engineer from the single tyre supplier or the Technical Delegate to their satisfaction, the car may join the race.

Should the car fail to return to the pit lane before starting the race, the Race Director will show the car a black and orange flag and the car must immediately return to its working area in the pit lane. Once the tyre pressures have been checked and adjusted in the presence of an authorised engineer from the single tyre supplier or the Technical Delegate to their satisfaction, the car may rejoin the race. The Race Director will also report the matter to the Stewards, who may impose any available penalty for the failure to comply with the Race Director's initial instruction to return to the working area before starting the race.

In addition, the Race Director will report any 4th and subsequent offence for the Car concerned during the Series to the Stewards who may impose any penalty available to them under Article 4.2.3.a that they deem appropriate.

5.20 Bodywork and dimensions

5.20.1 General description

- 5.20.1.1 Carbon fibre composite chassis
- 5.20.1.2 Roll cage, in compliance with FIA Homologation Regulations for safety cages.
- 5.20.1.3 Front bonnet with singular exit duct (for powertrain cooling with quick release fasteners).
- 5.20.1.4 Bonded roof section in compliance with the latest FIA safety regulations.
- 5.20.1.5 Bolted Evo front fenders
- 5.20.1.6 Bolted and bonded rear fenders
- 5.20.1.7 Artura Evo front bumper with 2 dive planes either side and underfloor. A carbon fibre splitter, Part Number A3AB223QP is optional.
- 5.20.1.8 Rear-end with integrated rain light, in compliance with FIA Homologation Regulations.
- 5.20.1.9 Lightweight exterior:
- 5.20.1.10 Aluminium doors with rear-view mirrors
- 5.20.1.11 Aluminum removeable rear clam with bolted fasteners
- 5.20.1.12 Natural-fibre- adjustable rear wing
- 5.20.1.13 Polycarbonate door windows
- 5.20.1.14 Glass rear window
- 5.20.1.15 Rear underfloor diffuser
- 5.20.1.16 Aluminum engine bay underfloor

Cockpit:

- 5.20.1.17 Steering wheel with quick release coupling and shift paddles
- 5.20.1.18 Race bucket seat with fixed position: Homologated to latest FIA requirements
- 5.20.1.19 Shock absorbing roll cage safety cover
- 5.20.1.20 Six-point racing safety harness

- 5.20.1.21 108 litre fuel cell (FT3 safety fuel cell) in accordance with FIA regulations
- 5.20.1.22 Built-in air jack system (four jacks) with valve

5.20.2 Overall vehicle dimensions and overhangs

The overall length of the vehicle including front splitter is 4607 mm +/- 10 mm. Total width: 1938 mm +/- 15 mm

The front overhang including front splitter is 1167 mm +/- 10mm (without front splitter 1091mm +/- 10mm) , measured from the centre of the front axle to the very most forward edge (first point in the direction of the longitudinal axis, incl. front lip).

The rear overhang is 800 mm +/- 10mm measured from the centre of the rear axle to the very most rearward edge of the bumper (last point in the direction of the longitudinal axis).

5.20.3 External bodywork (including windows)

The delivery status of the bodywork must be preserved.

External bodywork of the Artura Evo Trophy is specific to the series. Cars must have all components of the Trophy Upgrade Pack GT4 to Trophy Evo Kit A3ZA763QP or Trophy to Trophy Evo A3ZA764QP as documented within the portal fitted at all times.

The kit contains the following components as referenced in the Spare Parts Catalogue

- Dive Plane kit fitted to the front bumper
- Trophy rear wing end plates
- Trophy rear wing pylons
- Fuel shut off valve
- Trophy rear exhaust
- Evo front fenders
- Evo front bumper, splitter and grilles
- Evo centre radiator duct
- Evo uprights
- Evo front and rear brake discs
- Evo anti roll bars (original roll bars may be fitted as an option)
- Evo buttress with roof scoop
- Evo bonnet with singular exit duct
- Evo front wheel arch liners
- Evo steering wheel with P2P button
- Evo wheels front and rear



5.20.4 Underbody Floors

Only original underbody floors and diffuser supplied by McLaren Customer Racing are permissible.

5.20.5 Electrical

All electrical components and sensors must retain their original location and mountings.

Starting:

A starter must be fitted and be in working order at all times during an Event. The driver must also be able to operate the starter when seated normally.

Lighting Equipment:

All lighting equipment must be in working order throughout the Event. The exterior lighting equipment must at least ensure the following functions: Headlights, direction indicators, stop lights, rain light (see Article 5.20.1.8) and rear sidelights. For safety reasons, it is obligatory for headlights to produce a white beam.

5.20.6 Windscreen

A McLaren supplied windscreen, listed on the portal, must be used.

To protect the windscreen and as a safety measure, a maximum of four (4) translucent 'tear-off' films are permitted to be attached to the windscreen. Fitting will be checked during technical scrutineering and must be removed where applicable on request of the Technical Delegate.

The car must be fitted with a windscreen wiper system which must be in working order throughout the Event.

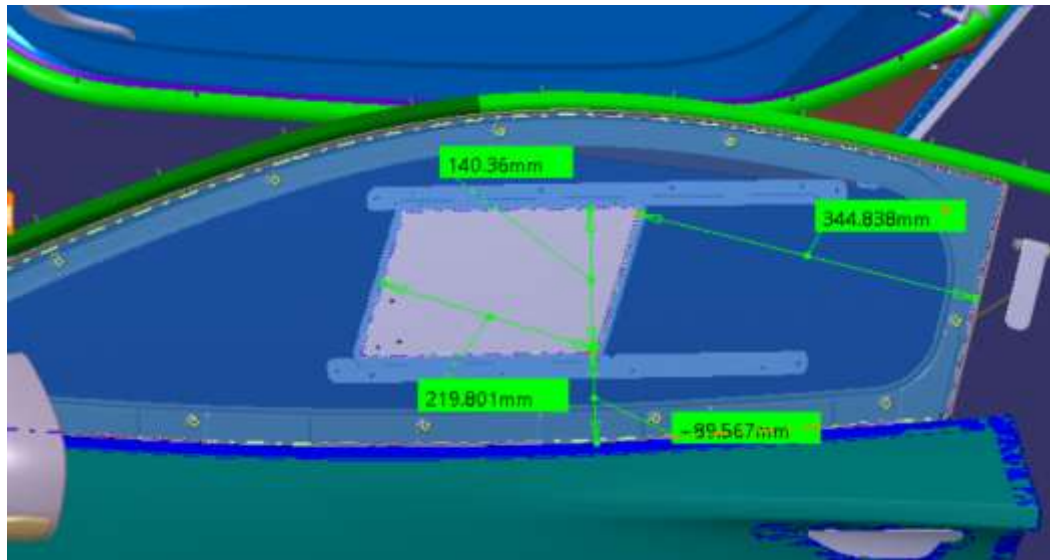
5.20.7 Side and rear windows

Only the genuine McLaren Artura Evo side windows in their original version are permissible.

For increased ventilation into the cabin an optional duct may be fitted to the right-hand side window.

- 1, It must not exceed the perimeter of the window, must have a maximum height of 150 mm and must not protrude more than 50 mm over the window's surface.
- 2, It must be made from the same material as the window
- 3, It must not obstruct the driver's rearward view.
- 4, It must be fitted to the right-hand door within the shutter window opening dimensions as shown below.

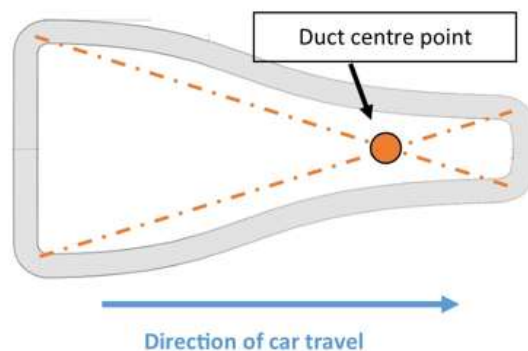
Note: For teams campaigning the car in other series please be aware they may require an open/closed shutter when a window duct is fitted. For McLaren Trophy this additional shutter is not required.



Example solution



2. Duct details



Duct centre point to correspond with centre point as per "passenger windows view"

5.20.8 Seat

The adaption of the seat is forbidden. The substitution of original padding by a seat insert or another original unmodified padding in a different size is permitted.

The option of a wider seat may be used but it must comply with the latest FIA regulations and be approved by the Series Technical Delegate and McLaren Customer Racing prior to fitment.

The original seat mounting points (seat rails and bracket) must be retained and must not be modified.

5.20.9 Engine Noise Control

The noise generated by the Car must not exceed 110 dB (A) at 3800 rpm, or at three quarter maximum revs if this is less.

This measurement is taken at a distance of 0.5m and at a 45-degree angle to the point of exit of the exhaust. All measures taken to ensure that the maximum noise limits are not exceeded must be permanent in nature and must not be cancelled out by the exhaust gas pressure.

No heat shielding or indirect contact with the exhaust thermal insulation purposes is allowed unless specifically stated in the homologation document, except where amended by these Regulations, for the respective model.

5.20.10 Ventilation and air conditioning in the passenger compartment

The factory-installed HVAC system is the only permissible system and must remain fully fitted at all times, including the compressor drive belt.

5.20.11 Safety nets

Every car must be equipped with a safety net fitted to the driver's side window which must be correctly installed for use at all times whilst the car is on track. The installation of a centre net is advised.

5.20.12 Ground clearance of car

The minimum ground clearance of the ready-to-drive car (with slick tyres in compliance at 1.5 bar $\pm$ 0.1 bar air pressure) must not be less than the specified dimension, as measured at the specified measuring points. This will be measured without fuel and driver.

For the entire duration of an Event the ground clearance of the front axle is to be a minimum of 80 mm and the clearance at the rear axle a minimum of 95 mm. The measuring points at the front axle are the recessed holes in the front subframe as illustrated in the images below (Attachment 2). The measuring reference points at the rear axle are the machined surfaces of the rear chassis frame as illustrated in the images in this document (Attachment 2).

5.20.13 Measurement method

The minimum ground clearance of the ready-to-drive vehicle is checked using a measuring plate and appropriate height gauges for the axle to be measured in each case. The measurement is checked with the ready-to-drive vehicle standing on the measuring plate. If the measuring gauges can be accessed under the measuring points described above, the requirements to comply with the minimum height is satisfied. Any measuring tolerances will be taken into account by the Technical Delegate.

The Technical Delegate or his authorised representatives may at any time in their absolute discretion check the ground clearance measurement with any set of tyres allocated to the respective start number used during the session that the check is performed during or after. These Technical Scrutineers may also use instruments such as calipers or depth gauges to determine the car ground clearance.

5.20.14 Measurement location

The measurement is conducted on the measurement plate during Technical Scrutineering. The measuring plate is available to the participating teams to check the minimum ground clearance during this period after consultation with the Technical Scrutineers.

5.20.15 Failure to reach minimum ride height

Please refer to Article 4.2.4 of the Sporting Regulations for the list of penalties that will be applied for such a technical infringement.

5.21 Aerodynamic devices

The original position of the wing section angle may be changed within the specified scope for adjustment.

The covering over or sealing of any external gaps in the bodywork is not permitted.

Any alteration or amendment outside the above set parameters will render the vehicle non-compliant with the Technical Regulations and may be subject to penalties from the Stewards.

5.22 Data

5.22.1 Except when permitted in Article 5.22.2 below, from entering the Pit Lane during qualifying and races to the end of the Parc Fermé, only the Series Organisers and personnel nominated by the Series Organisers are allowed to connect laptops/computers to the vehicles and remove SD cards. For the same period, no external connection (also wireless) may be made between the car and any external equipment other than the cars equipment to read from the antennas of the tyre pressure monitoring system. It is not permitted at any time for any Competitor to read any sensors with any equipment, which are not allocated to the Competitor's own team.

5.22.2 Competitors are permitted to connect a laptop or similar device to cars for the sole purpose of resetting the Push-to-Pass system between Free Practice 3 and Qualifying 1, and between Free Practice 4 and Qualifying 2. If the Qualifying Session starts whilst the Push-to-Pass system is still resetting, or before the reset has commenced, the reset may continue until complete. It is not permitted to reconnect to the car after it has moved from its defined working area in the Pit Lane. For the avoidance of doubt, use of the connection to access any other data is strictly prohibited.

5.23 Miscellaneous

5.23.1 Seals

The following seals will be affixed:

Engine: Valve cover, left	(1x)
Valve cover, right	(1x)
Crankcase, bottom	(1x)
Transmission: Differential casing	(1x)

If seals and marks are applied to the vehicle by the Technical Delegate or authorised McLaren personnel, these must not be damaged, changed or reproduced. If one or more damaged or missing

seals or markings are discovered, the matter will be referred to the Stewards who may impose a penalty up to the disqualification of the Car concerned from the event.

Seals that have fallen off during qualifying or race or are damaged must be notified to the Technical Delegate in writing no later than one hour after the closure of the Parc Fermé for the respective session.

5.23.2 Cameras

Only on-board cameras which have been approved by the Series Organisers for legal sporting matters and TV purposes are permitted to be used. All participants are obliged to fit and use the TV cameras assigned by the Series Organisers in the respective cars.

Installation shall take place in the team's working awning by trained personnel of the Series Organiser's staff.

The memory cards can only be removed from the cameras by the personnel nominated by the Series Organisers. The Technical Delegate reserves the right to seal memory cards in the pre-grid area prior to each session and/or race.

The Series Organisers, the Race Director and the Stewards shall have full and unrestricted access to all cameras fitted in any car during an event.

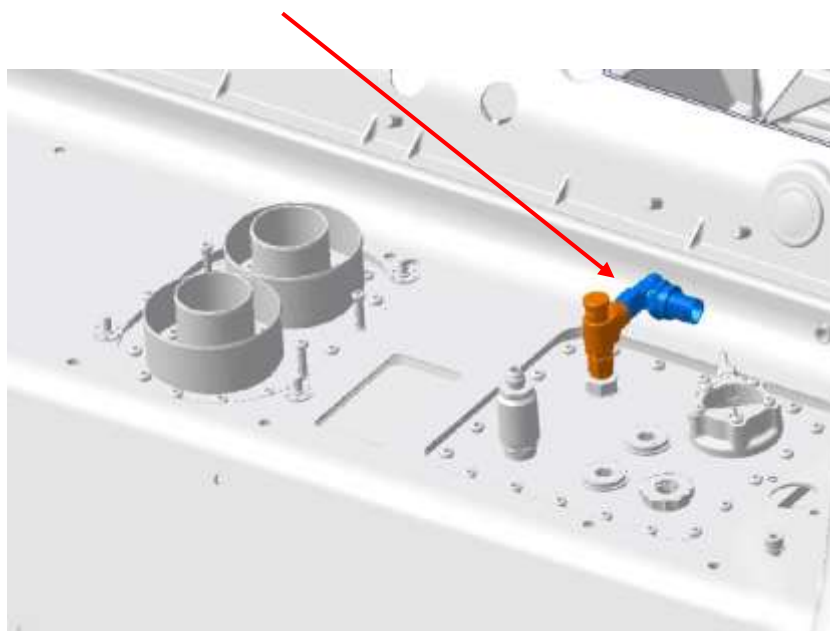
Any breach of this regulation, or any other unauthorized interference with the camera system will be referred to the Stewards for their consideration of a penalty.

The image rights and copyright belong exclusively to McLaren Automotive LTD

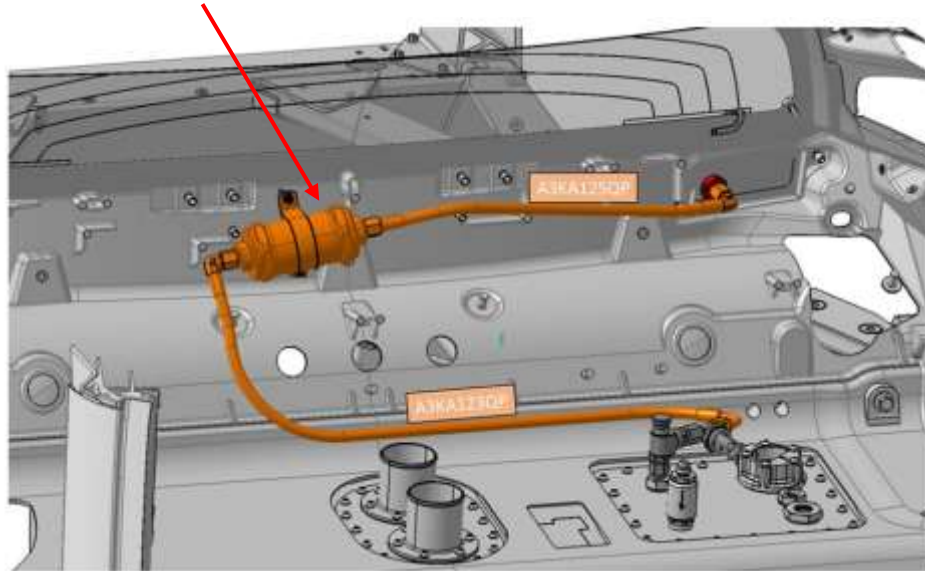
5.24 Fuel circuit

Only the designated fuel system is allowed to be installed.

It is compulsory to have a fuel shut off valve fitted at all times for the duration of each Event. The valve is supplied as part of the Trophy upgrade kit supplied by McLaren Customer Racing.



It is compulsory to have the additional cockpit fuel filter fitted at all times for the duration of the Event. The kit is supplied by McLaren Customer Racing and can be referenced from the spare parts portal and technical bulletin MCRTB – GT4 – PA3-064.



5.25 Data transfer

The use of radio-based information transmission and mobile data transfer during all Free Practice sessions, Qualifying sessions and Races from the vehicle back to the team, be that in the Pit Lane or Paddock (e.g. telemetry) is forbidden. The only exception is the usage of the built-in tyre pressure monitoring system, which uses radio transmission for its functionality. Live video streaming back via any source (HD2-HDMI with LiveU Solo or equivalent) is also forbidden.

5.25.1 Radio system

The use of the radio system is allowed. The appropriate geographical licenses must be obtained prior to any Event. Correct installation of the vehicle radio must be approved by the Technical Delegate.

5.25.2.1 Data recording

Use of the factory-fitted data recording system manufactured by BOSCH (MS6 logging partition) is compulsory. The BOSCH system is assigned to the vehicle chassis number and must not be exchanged. Only the supplied (RaceCon File) approved by Series Organisers may be used for the duration of the event.

Use of HD2 Vbox is compulsory. This must be fitted and functioning within the vehicle for all rounds of the Series. The SD card must be installed and working at all times during Free Practice, Qualifying and Races. SD cards must be clearly marked and formatted with the car number.

The use of lap or pit lane timer (Racelogic OLED) is permitted.

All recorded data relating to the practice, qualifying or race must be made available to the Technical Delegate and the Series Organisers and their authorised representatives at any time. This applies to both permitted loggers – Bosch and Vbox.

Any additional electrical connection to the vehicle wiring harness is not allowed. Installations set up by the Series Organisers are exceptions to this rule.

5.25.2.2 Data-Logger

A data-logger with additional sensor must be installed in all cars for all rounds of the Series. Nominated Data Technicians will check all data-loggers prior to the first Free Practice Session. Cars without loggers or with loggers which are not working correctly are deemed to be not in conformity with the regulations and may be reported to the Stewards.

The data-logger is also a scrutineering device and data will be used for scrutineering purposes. The reference engine data will be the data collected from McLaren Customer Racing.

Only the Data cards supplied with the data-logger or by the Nominated Data Technician are authorised to be used during any Event.

No data, memory cards or similar storage media shall be extracted or removed from the data-logger system during the Event. This can only be done by the Nominated Data Technician or scrutineers delegated to do so by the Series Technical Delegate. The removal, extraction or manipulation (manually, electronically or in any other form) of data or memory cards or similar storage media or the data-logger will be reported to the Stewards.

Data cards and any other component of the data logging system may be sealed at any time. The data thus collected must remain at the disposal of the Nominated Data Technician and the Series Technical Delegate. The Nominated Data Technician can be assisted by McLaren Customer Racing Support Engineers specialising in electronic systems in order to ensure the correct operation and the conformity of readings of the data logging system and the conformity of the various systems with which the cars are equipped. They may at any moment remove, exchange or control the various electronic components of a car and draw up a report to the Series Technical Delegate on their investigations, and they reserve the right to keep the components they have removed for later analysis.

The data-logger must work throughout each Competition, including every Free Practice Session. Controls may be carried out at any time during any Event. The failure of the data-loggers or data card to operate fully and correctly or to record and store for retrieval all required data, will be considered to be a Sporting infringement and will be reported to the Stewards who may impose any penalty they deem appropriate.

Competitors must not leave any Event before their data-loggers have been downloaded unless the written permission of the Stewards has been obtained to do so.

The GPS antenna of the data-logger must be mounted on the roof and no other antenna can be positioned within 30 cm of this. If necessary, the Series Technical Delegate can require Competitors to remove other antennas from the roof.

The weight of the system is included in the minimum weight of the car.

All costs connected with the checking, servicing and updating of the system must be borne entirely by the Competitor.

Data logging kits can be purchased or hired from Emotag Matthias Holle by contacting emotag@mathol.de.

5.25.3 Timing transponder

Timing during each Event will be carried out by Swiss Timing. A permanent timing transponder with Driver ID functionality supplied by MyLaps mounted under the bonnet on the left is compulsory (see Attachment 3). Should any team require a transponder with Driver ID switch these can be purchased directly from TSL Timing – <https://www.tsl-timing.com/Store>.

Each Driver must use the Driver timing transponder specified by the Series Organisers (TR2 with direct power accompanied by the Driver ID switch) throughout the Competition. It is the responsibility of each Competitor to obtain this transponder at their own expense, to install it, to make it work correctly, and to ensure it is showing the correct information at all times. Any problems with the transponder must be notified to the Race Director immediately. It is the responsibility of the Competitor to ensure that the correct Driver ID is displayed at all times, including Free Practice Sessions. To ensure that the correct Driver is shown at all times, the Driver ID must not be changed before the car is stationary for a pit stop and must be correctly changed before the car crosses the pit exit loop. Failure to display the correct Driver ID will be treated as a sporting infringement and may be penalised by the Stewards accordingly.

5.25.4 Video/Data logging system

It is mandatory to have a “HD2 Vbox” video/data logging system fitted and functioning during all Free Practice Sessions, Qualifying Sessions and Races at all rounds of the Series. It is the responsibility of each Competitor to obtain this HD2 Vbox at their own expense, to install it and to make it work correctly.

Installations for the two cameras need to be located as follows: Camera 1 facing in a forward direction of the vehicle positioned in the center top of the windscreen, Camera 2 pointing towards the driver mounted on the right-hand side of the car. The installation must be approved by the Technical Delegate before use.

Apart from the cameras specified, no additional cameras mounted in the car or to the driver’s helmet are permitted.

The Competitor is responsible for ensuring that the corresponding SD card is inserted before each session starts. The SD card must be named to the published race number of the car concerned (e.g. #26). This must be by means of formatting and physical label. The correct “Vbox VVHSN scene file” supplied by the Series Organisers must be loaded at all times with the “file name pre-fix” set to the cars entered race number.

Teams are required to enter specific details into their Vbox scene file which are illustrated below. Correct scene variant attached MCL_TROPHY_ARTURA_EVO_V1.2.VVHSN)) must be installed into the Vbox prior to Free Practice 1 at each Event.



Enter race competition number here “e.g.” (# 26)

The screenshot shows the 'General data-logging options' window. On the left is a sidebar with menu items: Audio, Bluetooth, HDMI Output, Logging, Serial, Smoothing, VBOX Control, and Video. The 'Logging' section is active. The window contains several sections: 'Video file buffer' with a 'Length of video stored in memory' set to 10 seconds; 'Logging server' with a dropdown set to '12-000'; 'File name of video and data files' with a text field containing 'RACE NUMBER HERE' (highlighted by a red arrow), checkboxes for 'Include serial number in file name' and 'Include time stamp in file name', a 'Format' dropdown set to 'Time and date', a 'Time' dropdown set to 'Minutes', a 'Date' dropdown set to 'YYYYMMDD', a 'Time zone for time stamp' dropdown set to 'UTC+02:00 (Central Europe, Berlin, Rome, Moscow, Kazakhstan, Belarus)', and a checked 'Daylight saving' checkbox; 'Logging mode' with a dropdown set to 'When running'; and 'Logging options' with a checked 'Enable warning times if the post-race data logging device speed is over the threshold but no data is available', a 'Start logging when vehicle exceeds' speed dropdown set to '110 km/h', a 'Stop logging when vehicle has been stationary for' time dropdown set to '30 seconds', and an unchecked 'Disable manual override' checkbox.

Enter race competition number here “e.g.” (# 26_)

Above mentioned file will be provided by authorised representatives of the Series Organisers/Organising Committee at every Event.

The data from the onboard camera system may be used by the Stewards, Race Director or Organising Committee.

Failure to install a fully functioning SD card during any session or race will be reported to the Stewards who will treat the matter as a sporting infringement and may impose any penalty they deem appropriate upon the Competitor concerned.

Recordings are under Parc Fermé regulations after all sessions and races and can only be accessed earlier by direction of the Race Director or the Technical Delegate. Any Competitor removing an SD card whilst it is subject to Parc Fermé conditions will be reported to the Stewards who may impose penalties in accordance with Article 4.2.4.

The use of any other data logging system is not permitted.

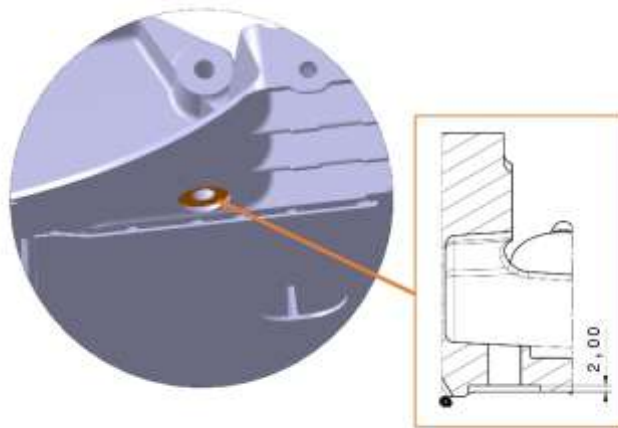
5.25.5 Other radio-based or electronic devices

The use of any other electronic devices in the vehicle (e.g., telemetry, mobile phones) is prohibited.

- Attachment 1 – Ballast weights passenger footwell



- Attachment 2 – Ride height measuring points



- Attachment 3 – Approved Timing Transponder Positions



COMMERCIAL REGULATIONS

6.1 Passes and Access to restricted areas

Passes will be issued to each registered Driver for his/her sole use and these will be valid for every round of the Series.

These passes are issued on condition that the person or organisation to whom they are issued waives any and all claims it may have now or in the future and releases from all liabilities and agrees not to take any legal action and to always hold harmless, McLaren, the BARC and their employees, agents and representatives and servants, Motorsport UK, the Race Organisers, the Promoters, the Venue Owner, the Series Coordinator, any participating team and all employees, agents, servants and contractors thereof for any personal injury, death, damage or loss of any kind that the pass holder may sustain as a result of or in connection with the pass holder's presence within the venue. This indemnity does not apply insofar as injury or death is caused as a result of the negligence of the party seeking an indemnity.

Drivers will be required to sign for receipt of their passes. By accepting the issue of these passes, the Driver is deemed to agree to abide by the pass conditions and to undertake the obligation to advise each person to whom they are issued of the pass conditions and to ensure the observance thereof.

These passes are issued subject to the following conditions;

- (a) The pass may only be used to gain access to the areas indicated on the face of the pass. Any person found within a restricted area without the appropriate pass may be removed from the venue immediately and/or have any pass held by them withdrawn (without prejudice to any other remedy McLaren may have under the terms of these Regulations,
- (b) The pass may only be used by whom it is specifically issued. It is forbidden to alter or deface passes in any way or to allow a pass to be used to authorise the entry of more than one person at each Event,
- (c) The passes must not be removed from their official lanyards and must be worn around the neck of the person to whom it is issued so as to remain clearly visible at all times.
- (d) The organisers reserve the right to request further proof of identity in addition to the pass,
- (e) The organiser at all times reserves the right to refuse admission to the venue or access to a designated area to any person, notwithstanding that such person may have been issued with an appropriate pass.

The passes remain at all times the property of the organiser and may be issued, altered or withdrawn at any time at the absolute discretion of the Series Coordinator. Passes that have been withdrawn will not, unless under exceptional circumstances, be returned to the person to whom they were originally issued.

The organiser in conjunction with the Series Coordinator, reserves the right to remove immediately from the venue any person who is found to have violated the pass conditions contained in these Regulations and/or to withdraw permanently a pass issued to such person and/or to take or institute legal proceedings against that person.

All registered Drivers are fully liable for any personnel and vehicle passes issued to them by the organiser and/or received on the Driver's behalf. The misuse of any passes allocated to a Driver will result (without prejudice to any other action which may be taken by the organiser under the terms of these Regulations) in the Organiser imposing a fine of £1,000 for each act of misuse of the pass together with the confiscation of the pass concerned for such period of time as the Series Coordinator shall deem appropriate.

If a Driver's registration is withdrawn, all passes issued in connection with that registration must be returned to the Series Coordinator. Any lost/mislaid passes will be subject to a penalty of £100.00 per pass multiplied by the number of remaining rounds.

Passes will not be replaced if they are lost or mislaid unless they have been stolen and a copy of the police report relating to that offence is submitted to the Series Coordinator.

6.2 Hospitality

Four (4) passes per entered Car will be given allowing access to the McLaren Trophy hospitality area on the Friday, Saturday and Sunday of the Series (Thursday, Friday and Saturday at Spa) for use by the Drivers and one guest at each Event. Additional hospitality passes may be purchased through the Series Coordinator.

6.3 McLaren Rights

All intellectual property rights in McLaren Trophy, shall belong to McLaren and/or its licensor (as the case may be).

McLaren requires the Driver's to consent to being photographed at any McLaren Trophy and McLaren events, to filming and sound recording at any McLaren Trophy and McLaren events and Drivers must further consent to McLaren and any of its associated companies having the unconditional rights to use images (still or moving) of the Driver and McLaren Trophy and McLaren events in any and all forms of advertising and promotions in all media in any territory of the world.

In addition, Drivers must consent to McLaren and any of its associated companies having unconditional rights to use it's livery within any gaming or e-sports.

McLaren requires all Drivers, at McLaren's discretion, to include certain logos of the official and institutional sponsors of McLaren and the series, sized and located without obstruction on the car in the positions indicated in the 2026 Graphical Charter that may be varied by Bulletin issued by the Series Coordinator.

In addition, the Drivers agree to attach three identification number plates with their relative numbers in the positions indicated in the 2026 Graphical Charts that may be varied by Bulletin issued by the Series Coordinator.

McLaren requires all Drivers to include certain logos on their racing apparel being worn in any official session and on the podium. The spaces indicated in the 2026 Graphical Charter (that may be varied by Bulletin issued by the Series Coordinator) are reserved exclusively for use by McLaren for its official and institutional sponsors.

The Organising Committee reserve the right to impose conditions upon any Entrants (for example, regarding the presentation of their pit garage, the design of race suits for their drivers and race overalls for their crew, staff uniform, etc.). Any such requirements will be confirmed in writing to the Entrant by the Series Coordinator at the time of registration. Failure to comply with these conditions will be deemed to be a breach of these Commercial Regulations.

Broadcasting

McLaren may appoint Broadcaster(s) in selected markets. All Drivers and Entrants are obliged to assist the Broadcaster(s) in the filming of the Championship through the granting of interviews when requested and other reasonable requests of the Broadcaster or McLaren. Drivers must ensure they are wearing their Race Suit when giving interviews and must not remove, obscure or alter the Championship Marks on such Race Suits.

Each Driver must ensure that his Car carries the Cameras in accordance with Regulation 2.25.4.

Each Driver selected to carry a Broadcaster Camera is required to display a Championship Logo in front of the Broadcaster Camera. No other advertising will be permitted in the cockpit or in front of the Broadcaster Camera.

Each Driver and Entrant is prohibited from trying to influence the editorial decision of the Broadcaster in connection with the Championship as it is shown on television.

All television rights (as between Entrants, Drivers and McLaren), including all footage recorded at Rounds, are the property of McLaren. Any broadcasts, rebroadcasts or reproduction without the express written permission of McLaren is strictly forbidden.

The Broadcaster(s) shall have free and unrestricted access to radio communications between the Entrants and the Drivers and may incorporate any such material in its coverage of the Championship.

6.4 Rights of the Drivers & the Drivers' sponsors and partners

Drivers may also be allowed to display their sponsors' logos and/or those of personal partners on the Car or Race apparel, after requesting authorisation in writing from McLaren, provided that these do not infringe on third party intellectual property rights, are not in conflict with the current regulations, the Series partners and/or sponsors or McLaren's own sponsors and/or partners and that these do not detract from the image, prestige and reputation of McLaren and the Series. All local restrictions with regard to advertising must be respected.

For promotional activities or campaigns or communications activities relating to the Driver, he/she may be allowed to use current year still images of their own Car and equipment but no other McLaren and/or Series image without written permission from the Series Organisers.

For promotional activities and campaigns relating exclusively to the Driver's sponsors and partners and where the logo of said sponsor or partner appears, with the prior written approval of McLaren, the Drivers' sponsors and partners may also use current year still images of the Driver (i.e. images of the Car and the Drivers' equipment) to the disqualification of any other McLaren or Series image. The use of the aforementioned images is not permitted for promotional activities or campaigns relating to any products and/or services provided by the Drivers' sponsors and partners. Before using any images of the Driver, Driver sponsors and partners must ensure that they first receive written authorisation from McLaren.

With the exception of the above rights outlined in the present Article, the Drivers and/or their sponsors/partners are not authorised to use: i) images, drawings or other representations (still or moving) of McLaren, the Series, the Events or of McLaren, the Series and/or Event vehicles, equipment, structures, circuits, staff, consultants and/or managers; ii) the name, logo, trademarks, identifications, designations or any other elements owned by or pertaining to McLaren, the Series, the Events or of McLaren, the Series, and/or Event vehicles, equipment, structures, circuits, staff, consultants and/or managers; iii) objects (including merchandising products and/or promotional products/materials) containing and/or depicting McLaren, the Series, the Events or of McLaren, the Series, and/or Event vehicles, equipment, structures, circuits, staff, consultants and/or managers

Failure to comply with even one of the provisions contained in this Article will be referred to the Stewards and/or the Organising Committee who may apply any penalty available to them under Commercial Regulation 6.6.

All approval requests must be made in compliance with the terms of Article 6.3 and 6.4 and submitted in person or by email (mclarentrophy@mclaren.com) to the Series Coordinator.

Social Media

Drivers and Entrants are encouraged to promote the Series via their social media channels. Any content that could be perceived to portray the Series, Race Officials or fellow Competitors in a negative light is prohibited and could result in penalties.

Drivers and Entrants are permitted to use footage ascertained by the VBox camera for social media/promotional purposes. Any content portraying the Series in a negative light or deemed controversial in the mind of the Series Coordinator is not permitted and may be referred to the Stewards and/or the Organising Committee for the consideration of penalty.

Entrants' Presentation

Entrants may be required by the Series Coordinator to have Series decals and flags on their team trucks. Entrants must follow these requests or penalties may be applied by the Stewards and/or the Organising Committee.

Entrants' Logo

McLaren reserves the rights to use all entrants' logo where it sees reasonable to promote the Series. Entrants are required to supply the Series high-res files of their logo when requested.

6.5 Insurance

A degree of insurance cover will be provided by the local venue Organiser usually in association with their ASN using the methods and under the terms provided for by current Legislation. However such public liability policy cover does not absolve Drivers from any liability they may incur and, as a consequence, Drivers must take out their own personal insurance to cover any such loss.

Each Driver is responsible for ensuring that all insurance, particularly health insurance relating to him/her is both valid and available at each Event for inspection. Drivers are advised to ensure that medical repatriation insurance is in place to cover any problems which may be experienced.

Drivers taking part in the Event are not considered third parties with respect to one another.

6.6 Penalties for a breach of Commercial Regulations

The Organising Committee and/or the Stewards may investigate any alleged breach of these Commercial Regulations and may impose any of the following penalties on any Driver or Competitor who they determine has breached them:

- A fine up to a maximum of £200,000
- Forfeiture of points within the Series classification (Drivers and/or Team Trophy)
- Forfeiture of awards
- Disqualification from a Race
- Disqualification from an Event
- Disqualification from the Series

7 DEFINITIONS

In this document, unless the context requires otherwise, the following terms shall have the following meanings:

"ASN"	The National Sporting Authority.
"Amateur"/"AM"	A driver who does not derive their main form of earnings from driving racing cars.
"BARC"	The British Automobile Racing Club Limited. A Club which is sanctioned by Motorsport UK which organises one or more Events pursuant to Art. 2.1.2 of the Code.
"Bulletin"	An advisory notification issued by the Series Coordinator, Race Director, the Stewards or the Series Technical Delegate to the Competitors relating either to the Series and/or a particular Event.
"Car"	The McLaren Artura Evo (and relevant evolutions) as per the specifications contained in the Technical Regulations, and the Technical Homologation Sheet(s) except where amended by these Regulations, eligible to compete in the Series. Referred to in the FIA International Sporting Code as "Automobile".
"Code"	The FIA International Sporting Code and its Appendices.
"Competition"	Single motor sport activity with its own results. It may comprise (a) heat(s) and a final, free practice, qualifying practice sessions and results of several categories or be divided in some similar manner but must be completed by the end of the Event.
"Competitor"	Person or body accepted for any Competition whatsoever, and necessarily holding a Competitor's licence issued by their parent ASN.
"Control Line"	Line at the crossing of which a Car is timed.
"Data"	Track performance data acquired via the VBox system or any other means defined within these regulations.
"Disqualification"	Means that a person or persons may not continue to participate in a Competition. The Disqualification may be for part of a Competition (e.g. heat, final, free practice, qualifying practice sessions, race, etc.), the whole Competition or several Competitions within the same Event, at the discretion of the Stewards, and may be pronounced during or after the Competition, or part of the Competition, as determined by the Stewards. The disqualified person's relevant results or times are voided.
"Driver"	Person driving an Automobile in any Competition whatsoever and necessarily holding a Driver's licence issued by their parent ASN.
"Entrant"	The person or body who signs the registration and entry forms and necessarily holding a Competitor's licence issued by their Parent ASN, and is thus responsible, jointly and severally with the Competitor, for ensuring that any and all persons and/or entity concerned by their entry comply with all the applicable prescriptions as indicated in these Sporting, Commercial and Technical Regulations.

"Event"	Is made up of one or several Competitions which form part of the Series, starting from the beginning of administrative checking and/or technical scrutineering (whichever is the earlier), including any and all activities which are preliminary and functional to each and all race/s of the Series, and ending with one or other of the following time limits, whichever is the later (i) the expiry of the time limit for protests or appeals or the conclusion of any judicial hearings; or (ii) the end of post-event scrutineering carried out in accordance with the Code.
"FIA"	The Federation Internationale de l'Automobile.
"Final Classification"	Results signed by the Stewards and published upon completion of the scrutineering and/or all Stewards' decisions (in the event of an appeal or of subsequent technical checks, a caveat can be added).
"Finish Line"	The Final Control Line, with or without timing.
"Force Majeure"	Unpredictable, unpreventable and external event.
"Licence"	Certificate of registration issued to any person or body (Drivers, Competitors, etc.) wishing to participate or taking part, in any capacity whatsoever, in Competitions governed by the Code.
"Meeting"	Several days comprising of one or more Rounds and a Qualifying Session at a Track as part of the Series and "Meetings" shall be construed accordingly.
"McLaren"	McLaren Motorsport Limited.
"McLaren online after sales portal"	The Artura Trophy section of the online after sales portal available to McLaren customers via a link provided by McLaren to all registered teams.
"Motorsport UK"	Motorsport UK Association Ltd., the Parent ASN of the Series.
"Official Entry List"	The Entry List published by the Stewards at each Event and documented as such.
"the Organisers"	McLaren and BARC, collectively and separately.
"Promotor"	McLaren Motorsport Limited.
"Provisional Classification"	Results published after the end of the session or Competition concerned. This classification may be revised following a decision of the Stewards.
"Round"	Each competitive race taking place in the Series and "Rounds" shall be construed accordingly.
"Series"	McLaren Trophy Europe.
"Start"	Moment when the order to start is given to a Competitor or to several Competitors starting together.