

SPORTS PROTOTYPE CUP

2020 Sports Prototype Cup Regulations

Version 2020/2

Updated with tyre regulation revision.

1 SPORTING REGULATIONS – GENERAL

1.1 Title and Jurisdiction

The 2020 Sports Prototype Cup incorporating the UK Revolution Trophy, BARC Radical SR3 Trophy and Sports Prototype Open is organised and administered by British Automobile Racing Club (BARC) in accordance with the General Regulations of the Royal Automobile Club Motorsports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Event Regulations.

The organisers reserve the right to issue additional statements clarifying items in the rules and regulations and all such statements will be issued to all registered drivers by posting to the address on the registration form.

Motorsport UK Permit Number: RS2020/020
Race Status: Interclub for UK rounds.
Motorsport UK Event Grade: C

1.2 Officials

1.2.1 Cup Promoter:	James Bailey	Pitbox Limited.
1.2.2 Revolution UK Trophy Co-ordinator:	Amanda Abbott	Abbott Automotive Ltd
1.2.3 Radical SR3 Trophy Co-ordinator:	James Bailey	Pitbox Limited.
1.2.4 Licensed Eligibility Scrutineer	Keith Auld	BARC
1.2.6 Clerk of the Course:	TBC	BARC

1.3 Competitor Eligibility

1.3.1 Entrants must:

- a) be members of BARC and
- b) be registered for the Cup and
- c) be in possession of a valid 2020 Motorsport UK Entrants Licence.

1.3.2 Drivers and Entrant/Drivers must:

- a) Be current Members of BARC and
- b) be Registered for the Cup and
- c) be in possession of valid Competition (Racing) Interclub status Licence, as a minimum for UK rounds and National for non-UK rounds or
- d) be a professional driver, in possession of a valid Licence (featuring an E.U. flag) and medical, issued by the ASN of a member country of the European Union, or comparable country. ((H)26.2.1. applies)
- e) *If participation in an Event requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the event. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.

- f) Any EU/non EU driver holding an FIA International Grade Licence must present a “Permission to Start” document either for a single Event or for the full season.
- g) A Motorsport UK National minimum grade required for non-UK events

1.4 Registration

1.4.1 All drivers must register as competitors by returning the entry fee to the Cup Promoter prior to the Final Closing date (shown on the entry form) of the first round being entered. Registration for the 2020 season is included in the entry fee.

1.4.2 Registration numbers will be the permanent Competition numbers for the Event and will be allocated on a first come, first serve basis as allocated by the Event coordinator. The number 1 will not be available.

1.4.3 Registration for the 2020 Sports Prototype Cup will be for:

- a) BARC Radical SR3 Trophy
- b) UK Revolution Trophy
- c) Sports Prototype Open

Entries can be for the same single driver, solely driving one car or teams of two drivers sharing the driving of one (1) car as defined as follows:

- i) The Lead Driver must be the entrant as defined in Section B 2020 Motorsport UK Yearbook & Section H32, and as listed on the Cup Registration Form.
- ii) No more than 2 drivers per Event are permitted.
- iii) All drivers must be registered to that Team prior to their arrival at the Event

1.5 Events

1.5.1 The 2020 Sports Prototype Cup will be run to the calendar and format shown in the registration form.

1.5.2 PitBox Limited reserve the right to run an Invitational Class at selected rounds.

1.5.3 In accordance with Motorsport UK regulation D11.1 the organisers reserve the right to amend the published list of events, in which case, all registered competitors will be informed of the amendments by Official Bulletins posted to the address specified on the Official Registration Form.

1.6 Awards.

1.6.1 Trophies to 1st, 2nd, 3rd in the UK Revolution Trophy and BARC Radical SR3 Trophy. Trophy to Open class winner.

1.6.2 Additional Awards and Bonuses. These will be listed in the Cup Brochure. Additional awards may be introduced at each round.

1.6.3 Presentations - Trophies are to be provided for the presentation at the end of each race or at the end of the meeting presentation ceremony.

1.6.4 Entertainment Tax Liability: In the Event of a sponsor providing competitors with Prize money and Bonuses, these shall be posted to the Entrants within 14 days of the results being declared final after each [*]. In accordance with current government legislation, the Organiser is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women and account to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsmen/women. That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or Eire. This means that, as the organiser, Pitbox Limited is required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents. Under certain circumstances, it may be possible for competitors to enter into an agreement with the Inland Revenue to limit the tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before the payment is due. For further information contact: HMRC Personal Tax International, Foreign Entertainers Unit, St John's House, Merton Road, Liverpool L75 1BB. Tel: 0151 472 6488 F:0151 472 6483

1.6.5 If a competitor has monies outstanding with BARC, Pitbox Limited or any series supplier, then all awards and bonuses from the date of supply shall be withdrawn and trophies shall not be presented at the end of season awards ceremony.

2 EVENT MEETINGS & RACE PROCEDURES

2.1 Entries

2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry closing date which is 20 days before each round. Race Entry Fees are nonrefundable. A discount is offered for multiple race entries.

2.1.2 Incorrect or incomplete entries (Including Driver to be Nominated Entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Meeting receives the missing or corrected information or fee.

2.1.3 Any withdrawal of entry or Driver/Car changes made after the acceptance of any entry must be notified to the Secretary of the Meeting in writing. If Driver/Vehicle changes are made after publication of entry Lists with Final Instructions the Competitor concerned must apply for approval of acceptance by the Stewards of the Meeting BEFORE Signing-On.

2.1.4 The maximum Entry Fee for each round shall be as detailed in Supplemental Regulations for the Event

2.1.5 Qualification races will be held at the discretion of the Organisers.

2.1.6 Reserves are to be nominated on the Final List of Entries published with Final Instructions or Amendment Sheet Bulletins. Subject to the limitations of the Event Track Licence, all reserves will practice and replace withdrawn or retired entries in Reserve Number order irrespective of class. If any reserves are given Grid Places prior to issue of the first grid sheets for any round the times set in practice shall determine their grid positions. If Reserves are given Grid Places after publication of the Grid sheet and prior to cars collecting in the Official "Assembly Area" they will be placed at the rear of the Grid and will be started without time delay. Otherwise they will be held in the pitlane and be released to start the race after the the last car to start the GREEN FLAG LAP or last car to take the start has passed the startline or pit exit, whichever is the latter. Such approval to start MUST be obtained from the Clerk of the Course.

2.2 Briefings

Organisers should notify Competitors of the times and locations for all briefings in the Final Instructions / Supplementary Regulations for the meetings. Briefings are mandatory for all drivers .Any competitor/Team Manager who fails to attend a briefing may then be fined.

2.3 Qualification Practice

2.3.1 Should any Practice session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session; the decision of the Clerk of the Course shall be final.

2.3.2 Each driver shall complete a minimum of 3 laps in the car to be raced in order to qualify (Motorsport UK Regulations Q4.5).

2.3.3 Qualifying will be held over a scheduled duration as published in the final instructions.

2.3.4 Two driver entries:

The Qualifying and Race/driver declaration must be declared on the entry form. The Grid for Race 1 and 2 will be set by the fastest qualifying time of the Lead Driver (for Race 1) and Driver 2 (for Race 2) from the session.

The Driver for Race 1 and Race 2 (at triple header meetings) will be not be the same.

The Grid for Race 3 (at triple header meetings) will be set by the finishing positions in the previous race of the weekend. The starting driver is the driver who did not start Race 1.

At the start of the qualifying session, the Driver Declared on the Driver Declaration Form MUST be in the car. Changes to the declared order for qualifying and race are permitted after submission of the entry form up to 90 minutes before qualifying (by informing the class coordinator in writing) but will incur a four place grid penalty for the next race.

2.3.5 Single Driver Entries:

Grid for Race 1 will be set by the fastest qualifying time and the grid for Race 2 will be set by the second fastest qualifying time. Grid for Race 3 at triple header meetings will be set by their finishing position in Race 2.

2.4 Starts

2.4.1 Two driver entrants will inform the Event Coordinator on the entry form who will start Qualifying and Race 1. This information will be passed on to the Clerk of Course, Timekeepers and an official driver starting list will be posted on the Official Event Notice Board. Failure to Declare the Start Driver on the entry form will result in the penalty outlined in 2.3.4.

2.4.2 All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet.

2.4.3 The Countdown procedures/audible warnings sequence shall races have a Rolling Start following the guidelines as in the current Motorsport UK Yearbook Regulation Q12.1 (b).

2.4.4 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.

2.4.5 Any cars remaining in the Pit Lane/Assembly Area, removed from the grid after the 1 minute stage or driven into the pits on the Green Flag Lap shall be held in the pitlane and may start the race after the last car to take the start from the grid has passed the startline or the pitlane exit, whichever is the later. It is not permitted to change tyres between leaving the Assembly Area and the start of the race. Any competitor wishing to change tyres must enter the pit lane to do so and will start the race from the pit lane as detailed.

2.4.6 In the events of a lights failure the starter will revert to the use of the National Flag.

2.5.7 Any change from the above procedure will be notified to competitors by Final Instructions or Bulletin.

2.4.8 Should the Start Driver not be the Driver declared on the entry form or amended (with grid penalty) up to 90 minutes before the start of qualifying; the driver must make a pit stop within the first three (3) laps of the race and change to the Declared Start Driver. If this procedure is not completed within the specified timeframe i.e. three laps (3) then a sixty second (60) penalty will be applied to the final race time. Any mandatory pit stops and driver changes must still be adhered to.

2.4.9 In exceptional circumstances the following may apply, the race may be started behind the Safety Car.

2.5 Session Red Flag

2.5.1 Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Startline and RED FLAGS will be displayed at the Startline and at all Marshals Signalling Points around the Circuit. This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pit lane, during practice, and to the starting grid area, during a race, unless otherwise directed by officials. Cars may not enter the Pits unless directed to do so. Work on cars already in the Pits must cease when a race is stopped.

2.5.2 Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race

2.6 Pit Stops:

2.6.1 Longer races (ie: over 40 minutes) Normal Pit Lane protocol MUST be observed during the driver change:

- i) The car must come to a complete standstill before the driver may undo or loosen the belts
- ii) The engine must be switched off before the driver gets out of the seat.
- iii) Driver two must be correctly belted into the car before the engine is re-started

- iv) a single member of the team must be present to make sure that the car is released safely into the pit lane
- v) Any release judged by a) Pit Lane Marshals b) Scrutineers c) official observers to be deemed as “unsafe” will receive a penalty. See “Specific Penalties”
- vi) Pit Lane speed limit is 60 kph. Any person exceeding this limit will be issued a penalty. See Specific Penalties

2.6.2 Pitlane: The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take all due care and respect the pit lane speed limits.

2.6.3 Refuelling: No Pitlane Refuelling is allowed during practice, qualifying or race

2.6.4 During 40min+ races at each Event it will be necessary for all competing cars (solo or two driver) to make a Pit Stop. A maximum of two identified Team Members to work on any car during the pit stop. The method of identification will be declared at the event briefing. After 18 minutes of a 40 minute race (or 23 minutes for a 50 minute race or 27 minutes for a 60 min race) of racing a ‘Pit Lane Open’ warning sign will be displayed at the control line to the first car that passes the sign and remains displayed for 1 lap, or for the time required for 1 lap at that particular circuit. After passing the displayed board on track, competitors may enter the pit lane to make their mandatory pit stop. This stop must be made within a time period which will be 8 minutes, after which time the Pit Lane Closed sign will be displayed at the control line for 1 lap or for the time required for 1 lap at that particular circuit.

2.6.5 Should a competitor enter the Pit Lane, to begin their mandatory pit stop without passing the “Pit Lane Open” board being displayed on the circuit then a Stop/Go penalty will be issued. The duration of the stop is to be determined by the Clerk of Course. This penalty will be taken as a separate action and not as part of the pit stop.

2.6.6 Competitors are allowed to enter the Pit Lane after the “Pit Lane Closed” sign has been shown, without penalty, provided that they do not pass the “Pit Lane Closed” sign on track.

2.6.7 This mandatory pit stop will be monitored by the Official Timekeepers by means of the pit lane timing loops. The pit stop duration will therefore be 45 seconds plus the time to pass through the pit lane complying with the pit lane speed limit,

2.6.8 Pit Stop procedure - Stop the car and switch off the engine. All seatbelts must remain fastened until the car has stopped and refastened before the car pulls away. In the case of two driver entry, driver one changes place with driver two. After a minimum of 30 seconds stationary and when Driver two is securely and correctly belted in, re-start the engine and re-join the race.

In the case of a single driver entry, drive up to the Pit, switch off the engine. Wait a minimum of 30 seconds. Re-start the engine and re-join the race.

2.6.9 Work may be carried out on the car during the pit stop by 2 identified team members. A third Team Member will be responsible for the Timing and the Safe Release back into the Live Pit Lane but is prohibited from working on the car

Work is defined for these regulations as “being in contact with the car” If the number of team personnel working on the car exceeds this limit, then the Team will receive a “Stop/Go” penalty. This action is to be taken as a separate action and not part of the Pit Stop.

Guests may not spectate from the pitlane.

2.6.10 If a car fails to re-start after its mandatory pit stop time has elapsed, as many Technical Staff as required are allowed to attempt to push-start the car until the engine fires. However the safe release is ultimately the responsibility of the Team Manager and the process of push starting must not impede any other competitor.

2.6.11 Any release judged by a) Pit Lane Marshals b) Scrutineers c) official observers to be deemed as “unsafe” will receive a penalty. See “Specific Penalties”

2.6.12 Failure to make a mandatory pit stop will lead to disqualification of the competitor(s) concerned from the results of the race. Note: Once the pit stop has commenced, under the “Pit Lane Open” sign there will be no penalty for completing the pit stop after the “Pit Lane Closed” sign being displayed.

2.6.13 If a competitor “short stops” (ie: the time taken from ‘pit-in to pit-out’ including the stationary time is less than mandated), the driver will be required to take a Stop/Go penalty of a duration determined by the Clerk of Course.

2.6.14 If a car needs to “pit” at a time other than the designated window for technical reasons, such as repairs to damaged bodywork, tyre punctures or engine issues, there will be no limit on the number of personnel allowed to work on the car. If there is a change in track conditions and tyres need to be changed from ‘wet’ to ‘slick’ or vice versa then only two (2) personnel will be allowed to work on the car.

2.6.15 In the case of Force Majeure, providing that the Driver has satisfactorily completed 3 (three) laps at a test day in that season and in a similar car at that circuit in the configuration to be used prior to the Event, it will not be necessary to complete 3 (three) laps of qualifying to qualify for the race. If this is the case, the Driver will be placed at the back of the grid for whichever race he has not completed the qualifying. Reserves who qualify during the Official Qualifying will take precedence over any Competitor who does not participate in the Official Qualifying session.

2.6.16 In the case that more than one Driver fails to qualify but satisfies 2.3.21 then the grid positions shall be awarded in order of the entry payment receipt date.

2.7 General Safety

2.7.1 Drivers are strictly forbidden to drive their car in the opposite direction to the race unless this is absolutely necessary in order to move the car from a dangerous position. A car may only be pushed to remove it from a dangerous position as directed by the marshals.

2.7.2 Exceeding Track Limits - Drivers must use the track at all times and may not leave the track without a justifiable reason. For the avoidance of doubt: (a) The white lines defining the track edges are considered to be part of the track. (b) A driver will be judged to have left the track if any wheel of the car either goes beyond the outer edge of any kerb or goes beyond the white line where there is no kerb.

2.7.3 Should a car leave the track for any reason the driver may rejoin. This includes when it is necessary to use 'outside assistance' in order to recover the car. However, this may only be done when it is safe to do so and without gaining an advantage.

2.8 Race Finishes

After taking the Chequered Flag drivers are required to:

- i) progressively and safely slow down
- ii) remain behind any competitors ahead of them
- iii) return to the Pit Lane Entrance/paddock Entrance as instructed
- iv) comply with any directions given by Marshals or Officials and proceed to Parc Fermé immediately
- v) keep their helmets on and harnesses done up while on the circuit or in the pitlane.

2.9 Results and Classification

2.9.1 All Practice Timesheets, Grids, Race Results are to be deemed Provisional until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures. (Motorsport UK regulation (D)26.3.) All 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 Line.

2.9.2 For all speed races on circuits and of less than 4 hours' duration, only cars which have covered at least 90% of the distance covered by the class winner will be classified (rounded down to the nearest whole number of laps).

2.10 Timing Modules

2.10.1 All competitors will be required to fit Electronic Self Identification Modules to their cars for the purposes of accurate timing. Holders for these and detailed fitting instructions will be issued with the transponders and it will be the responsibility of the competitor to fit these in

the car in the position and manner specified. The modules must be in place and functioning correctly for all Event qualifying practice sessions and races. The setting and servicing of these items must only be carried out by properly authorised Motorsport UK licensed Timekeepers. Competitors will be charged by the timing company for replacement of the Modules due to misuse or loss at any time during the season. Transponders should be operational during all track activity.

2.10.2 Competitors may not place electronic timing equipment within 5 metres of the Official Start, Finish or any other official timing lines at any Event or test day session/day. Any such equipment placed within these zones will be removed.

2.11 Safety Car

2.11.1 The Clerk of the Course reserves the right to introduce a Safety Car (Motorsport UK Regulation G5.2.17) at any time during a race until such time as the race leader has completed 75% of the scheduled race distance.

2.11.2 The Safety Car will be used in accordance with the regulations as laid down in the Motorsport UK Regulations (Section Q, Appendix 2).

2.11.3 The Clerk of the Course may impose a Drive Through Penalty (as per Q12.6) or retrospective time penalty upon any Competitor or team who he considers has gained an unfair advantage whether inadvertently or not from a breach of these Safety Car Regulations. If in the opinion of the Clerk of the Course during the Event that one Competitor breaches these Safety Car Regulations for the benefit of another Competitor then both may be penalised.

2.12 Onboard Cameras

2.12.1 Teams registered to have video footage (All inclusive entrants) included in their promotional broadcast edit must have an in-car camera supplied and fitted by the entrant in accordance with Motorsport UK regulation J5.21. The camera must be mounted at the approved point. The camera must be operational with a memory capacity to hold enough footage for the next on-track activity. Footage must be provided to the Motorsport UK or BARC on request and to Pitbox Limited for entrants who have requested a promotional video edit.

2.12.2 At the end of Qualifying and racing the Clerk of Course may request to review the footage from cameras. The Clerk of Course may then deal with any incident(s) arising from such review. In the Event that no data is available on request (other than due to a proven defect with the equipment) penalties may be applied. The burden of proof to establish the cause of such failure to record will lie with the competitor. The Clerk of Course reserves the right to request footage from any in-car cameras.

3. PENALTIES

All penalties will be in accordance with Section C of the current Motorsport UK Yearbook and these regulations.

3.1 Driving and team member behavioural standards

Breaches of driving standards will be firmly dealt with. If it appears from official video recordings, in-car video or any other track evidence that there may have been a breach of driving or team member standards or behaviour, on or off the track, in a manner considered to have brought the Event into disrepute, the Event Coordinator will be entitled to request that the Event Stewards consider the inception of an inquiry into the matter, notwithstanding that the Clerk of the Course or the Stewards of the Event may or may not have already investigated the incident.

Penalties may include individual race bans, loss of awards, and/or end of season awards or disqualification from future Cup events. In order to maintain standards of conduct, the Event Coordinator, in consultation with the Clerk of the Course, may monitor any / all official reports of adverse behaviour at race meetings. If any individual is included on two such reports during one racing season he will receive written warning from the Event Coordinator that his driving / behaviour is to be specifically observed at future race meetings. Any adverse reports during this period of observation could result in official Motorsport UK action and will result in a Event Stewards enquiry, with possible loss of Event awards and refusal of further entries.

3.2 Infringements of Technical Regulations

3.2.1 Arising from post practice or qualifying Scrutineering or Judicial action: Minimum Penalty: The provisions of Motorsport UK Regulation C.3.3

3.2.2 Arising from post race Scrutineering or Judicial Action: Minimum Penalty: The provisions of Motorsport UK Regulation C3.5.1 (a) & (b)

3.2.3 For infringements deemed to be of a more serious nature the Clerk of the Course and/or the Stewards of the Meeting are to invoke the provisions of Motorsport UK Regulation C3.5.1 (c)

3.2.4 The Clerk of the Course reserves the right to impose Stop and Go or Drive Through penalties in accordance with Motorsport UK Q.12.6. Drive Through and Stop/Go Penalties are not subject to appeal and must be taken within 3 laps of the first signal being given. Failure to comply will involve automatic disqualification from the results of the session.

3.3 Specific Penalties

3.3.1 The following penalties will apply to all events. The penalties in this section are indicative and not exhaustive.

3.3.2 Pit Stops including the Driver Change/Mandatory stop:

- i) Prior to passing the 'Open' board on circuit - Stop/Go
- ii) Passing the 'Closed' board on circuit without having made the mandatory stop/driver change - Stop/Go
- iii) Loosening seat belts whilst driving up to and from Team Pit Stop Area – Drive Through
- iv) Failure to execute 'Driver Change/Mandatory pit stop' - disqualification
- v) Short Stop - Stop/Go variable depending on how short the stop was
- vi) Unsafe Release - Drive Through
- vii) Team member(s) not wearing Identification - £100 donation to marshals' fund
- ix) Incorrect manning level Stop/Go
- x) During the stop the engine must be switched off and prior to the car pulling away the driver must be seated and belted into the car. Failure to do any of these - Drive Through.

3.3.3 Exceeding Pit Lane Speed Limit Stop/Go with variable stop as below:

- i) Over limit up to 5 kph - 5 seconds
- ii) 6 - 10 kph over limit - 15 seconds
- iii) 11 - 15 kph over limit - 20 seconds
- iv) 16+ kph over limit - 30 seconds Should the above penalty(s) (3.3.3.2 & 3.3.3.3) be imposed during the last five (5) laps, or at the end of a race, then a 30 second time penalty will be added to the elapsed race time of the competitor concerned.

3.3.4 Crossing Pit Lane Exit Blend Line i) Qualifying - removal of fastest lap by the driver crossing said line. ii) Race(s) - Drive Through

3.3.5 Exceeding Track Limits i) Qualifying Practice - Lap time will be deleted if advantage gained. Continual offenders can be disqualified. ii) Races - On the second offence the driver will be shown a warning flag. On the third offence, 5 seconds will be added to race time. On the fourth offence, 10 seconds will be added to race time. On the fifth offence a drive through penalty will be given. On the sixth offence the driver may be disqualified and penalty points will be given.

3.3.6 On Track Incidents A competitor involved with and viewed as the cause of said incident, the Clerk of Course may impose penalties prescribed in Motorsport UK Regulation C2.1. These may include a maximum grid drop of 10 places for that drivers next race. Or have a maximum of 2 minutes added to their race time. Or take a Stop/Go penalty up to a maximum of 60 seconds.

3.3.7 Failing to Comply with Flag Signals i) Free Timed Practice - The Clerk of Course may impose penalties prescribed in Motorsport UK Regulation C2.1. These include but are not limited to a fine or a Race Grid penalty for at least one race at the event. Other penalties may be given. ii) Qualifying Practice - Reports will be referred to the Clerk of Course who

may impose penalties prescribed in Motorsport UK Regulation C2.1. This may include but are not limited to cancelling all the Driver's times and start from the back of the grid. Continual disregard of flag signals the Clerk of Course may disqualify the driver. Other penalties may be given. iii) Races - Reports will be referred to the Clerk of Course who may impose penalties prescribed in Motorsport UK Regulation C2.1. In certain cases he may issue a Drive Through Penalty. Continual disregard of flag signals the Clerk of Course may add up to 60 to the race time or may disqualify the driver. Other penalties may be given.

3.3.8 Working on the car on the grid after the 2 minute board is shown - Race - Drive through penalty

3.3.9 Ignoring penalty boards, black/orange flag or black flag i) Free Timed Practice - The Clerk of Course may impose penalties prescribed in Motorsport UK Regulation C2.1. These may include but are not limited to a fine or a Race Grid Penalty for at least one race at the event. ii) Qualifying Practice - Reports will be referred to the Clerk of Course who may impose penalties prescribed in Motorsport UK Regulation C2.1. These may include but are not limited cancelling all the drivers times and start from back of grid. Continual disregard of flag signals, the Clerk of Course may disqualify the driver or consider other penalties in accordance with C2.1 iii) Race - The Clerk of Course may impose penalties prescribed in Motorsport UK Regulation C2.1 including (but not limited to) disqualifying the driver.

3.3.10 Abandoned Cars i) If a driver has to abandon the car on the circuit or its adjacent area the driver is to ensure the Steering Wheel is correctly re-fitted and to leave it in neutral or with its clutch disengaged. Failure to do so may result in a penalty ii) Failure to attach the steering wheel while in Parc Fermé will result in 30 seconds being added to Race Time

3.3.11 Disobeying an Officials instruction including removal of car from Parc Fermé i) Free Timed Practice - The Clerk of Course may impose penalties prescribed in Motorsport UK Regulation C2.1. including but not limited to a fine, or a Race Grid Penalty for at least one race at the event. ii) Qualifying Practice - Penalties prescribed in Motorsport UK Regulation C2.1. including but not limited to cancelling times and start at the back of the grid. iii) Race - penalties prescribed in Motorsport UK Regulation C2.1. including but not limited to disqualification from race.

3.3.12 Drivers Briefing Non -attendance at the Drivers Briefing will be reported to the Clerk of the Course for the application of a fine in accordance with Motorsport UK Regulation G5.3.8.

3.3.3.13 Changing order of declared drivers between receipt of the entry form and 90 minutes before the start of qualifying. - 4 place grid penalty. See 2.4.8 for penalties should driver order not comply with declared order.

3.3.3.14 Open class only: Qualifying times that are faster than the capped time will be erased. Race lap times that are faster than this time will result in Stop/Go penalties of 10 seconds for each transgression..



PITBOX₉₁

BARC Radical SR3 Trophy

Technical Regulations

TECHNICAL REGULATIONS

1 Introduction

1.1 The following Technical Regulations are set out in accordance with the Motorsport UK specified format and it must be clearly understood that, if the following texts do not clearly specify that you can do it, you must work on the principle that you cannot. All references to the Motorsport UK Yearbook (blue book) relate to the current edition. Therefore, everything that is not specifically authorised and anything not specified in these regulations or any official Event bulletin, is strictly forbidden.

1.2 The 2020 Radical SR3 Trophy is a 'single-brand' race series, for competitors using the following models:

SR3 RSX

SR3 RS

SR3 Supersport

1.3 Radical SR3 RSX models must run in the specification set by Radical Sportscars Limited for the MSV Radical Challenge (with the exception of tyre specification, see section 5.16)

1.4 Radical SR3 RS and Radical SR3 Supersport models can be upgraded to the specification of the Radical SR3 RSX or RS.

1.5 Whilst the Eligibility Scrutineer is empowered to check all competing vehicles for compliance and has been provided with the data to determine the continuing eligibility of each car, the onus of responsibility for the eligibility of vehicles competing in this Championship, rests with the entrant/Competitor. In the Event of a dispute concerning the compliance of a vehicle with these Regulations, the onus will be on the Entrant/Competitor to satisfy the Organisers with regards to such compliance, and NOT the organisers to prove noncompliance.

1.6 Tests to establish the power output of any car may be carried out by a certified dynamometer operator.

1.7 Where it is suspected that a component or structure fitted to the competing vehicle, may render the vehicle ineligible under these regulations, the component or access to the component will be sealed by the Eligibility Scrutineer for subsequent examination. Where

ineligibility is subsequently proven, all awards accrued by the competitor from and including the date of sealing the said component, to the date of the examination, shall be forfeit. Competitors whose vehicles are subject to a pending eligibility check must advise this fact in writing to the Clerk of the Course of any Event in which they wish to take part. The results of any such Event will remain provisional until the eligibility decision has been made. Failure to inform the Clerk of the Course will result in a fine.

1.8 Where costs are incurred as a result of any eligibility check, as may be reasonably requested either by the Eligibility Scrutineer or the Event Organisers, these will be borne by the Competitor / Entrant concerned.

1.9 As a method of control, any component on a competitor's car may be removed by the Eligibility Scrutineer and exchanged for a similar component from the car of another competitor, or provided by the Event Organisers. If necessary the ECU may be subject to detailed examination. Whilst efforts will be made to ensure that the condition of the exchanged parts is similar, responsibility for the care of exchanged components lies with the recipient. Exchanged components may be returned to their original owners on completion of the race.

1.10 Any infringement of these Technical Regulations will render the competitor liable to penalties as defined in the Sporting Regulations.

2 Safety Requirements

Motorsport UK Section K Safety Criteria Regulations will apply as applicable: - Specifically K2.1.2 (minimum) and K3.1.2(a). See also Motorsport UK Appendix J and Appendix Q.

3 General Technical Requirements and Exceptions

DEFINITIONS: Motorsport UK Section B definitions apply. All references to standard parts and or materials in these regulations shall be taken as being the Radical Sportscars original specifications and drawings. In all cases of dispute, query or clarification or ruling these drawings and specifications shall be regarded as fact. All parts listed in the Radical 2020 International order form or an approved alternative spare parts store for the SR3 are eligible unless otherwise indicated in these regulations.

4 Chassis

4.1 Powder coated tubular steel space frame chassis with aluminium panels and integral roll over bar completely standard and unaltered. This includes thickness of panels and rivet spacing. Optional forward facing roll bar stays may be fitted.

4.2 Towing Point – All vehicles must comply with Q19.1.3

4.3 The collapsible crash box structure to the Radical Sportscars design must be fitted to the chassis during Eventevents.

4.4 Bodywork / Aerodynamics

Any aerodynamic device manufactured to Radical Sportscars Design for the particular model may be fitted as supplied, i.e. front splitter/diffuser, dive planes, single plane rear wing, double plane rear wing, rear diffuser or roll bar fairing.

Any SR3 RS or SR3 Supersport can be fitted with bodywork upgrades to standard SR3 RSX or RS specification.

4.5 GROUND CLEARANCE: The minimum ground clearance is 40mm (J5.20.11) Under no circumstance can any part of the bodywork, or of the suspended part of the car, be below a horizontal plane passing 40mm above the ground, the car being in normal racing trim with the driver aboard. A gauge of 40mm may be used by Scrutineers before or after races or qualifying practice to check the ground clearance. Location of ride height flat patch to be determined and communicated by the scrutineers at each event.

5 Engine

5.1 Choice of engine and transmission preparer is free, but all engine/gearbox and or clutch units on SR3 RSX models must match the power and torque curve of the standard SR3 RSX engine as originally supplied by Radical Sportscars. (tolerance +2% / -5% throughout curve)

5.2 All engine/gearbox and or clutch units on SR3 Supersport or SR3 RS models can be upgraded, but must match the power and torque curve of the SR3 RSX engine (tolerance +2% / -5% throughout curve). Engines that exceed these parameters (eg: To Bikesports Class A regulations) must be fitted with a 45mm restrictor plate, designed by RLM Racing. This must be fitted to air intake box to reduce engine output to within this curve.

5.3 Cooling System

The oil and water radiators to Radical Sportscars design and dimensions must be retained. It is permitted to tape off the radiator to control the temperature.

5.4 Induction and exhaust System

The induction and exhaust system on SR3 Supersport or SR3 RS models can either be built to the original Radical Sportscars specification or can be upgraded to the equivalent SR3 RSX specification. The Maximum Throttle body barrel diameter in any case is 45mm

Any upgraded SR3 Supersport or SR3 RS models must match the power and torque curve of the SR3 RSX engine (tolerance +2% / -5% throughout curve).

The induction system and exhaust system for the Radical SR3 RSX must be standard to or equivalent to the specification set by Radical Sportscars Limited.

Heat resistant tape may be applied to the air box.

5.5 Ignition System

The standard specification Radical Sportscars ECU must be retained. The mapping of the ECU must match the power and torque curve of the SR3 RSX engine (tolerance +2% / -5% throughout curve).

Heat shielding of the ECU is free but it must not restrict removal when required.

5.6 The standard fuel pump to the equivalent specification to Radical Sportscars standard Spec must be retained.

5.7 Heat shrink or heat insulation of fuel lines and wiring looms or wires may be fitted. This must be easily removable for inspection, if required.

5.8 Weights

Cars may be weighed during Parc Fermé – after qualification and again as required by the Eligibility Scrutineer, after either, or, both of the races.

Cars will be required to meet the following minimum weights with finishing driver and driver equipment: 680kg

Ballast must be fitted in accordance with the relevant 2020 Motorsport UK Yearbook requirements.

5.9 Suspension

All cars must be fitted with AVO or INTRAX shock absorbers to Radical Sportscars original specification. No internal modifications are permitted.

Spring rate front and rear are free. Alternative front and rear NIK-Link anti-roll links may be used.

The front and rear suspension is double wishbone. The front and rear suspension is fitted with the unique Niklink anti-roll system.

5.10 Transmission

The standard integral 6-speed gearbox layout must be used. Specific parts may be changed, as per Radical Sportscars original specification, on the grounds of reliability.

A Pneumatic paddle operated shift system may be fitted.

The reverse drive system must be operational by the driver when seated in the driving position at all times.

The final drive system must be the standard Radical Sportscars Design. Drive ratios may only be adjusted by changing sprockets/gears to Radical Sportscars specifications.

5.11 Electrics

Exterior Lighting

Cars may run with or without a front lighting kit. Headlight covers must be fitted in either case. Brake lights must be fitted and in working order and must not be wired in a way that allows them to be switched off.

Rear Fog Warning Light

A high intensity LED rear lamps must be fitted and be in working order. Two lights to be installed equi-spaced about the vehicle centreline, or a single FIA centrally mounted light shall be installed. Rear lights to be a minimum intensity of 21w with a surface area between 20 & 50cm²

When Wet tyres are fitted then the car MUST run with its high intensity LED rear lights switched on.

An electrically powered starter motor and battery are mandatory and must be operable by the driver when normally seated and capable of repetitive starts.

5.12 Alternator

Must be standard as specified by Radical Sportscars, and be in working order.

5.13 Dashboard Instruments

Data loggers can be fitted, however these will be used for drivers' guidance only. Official times will be provided by the official timekeeper.

b) The fitting of a transponder is mandatory.

c) The scrutineer shall have access to data and data equipment.

5.14 Brakes

The 4-pot caliper equivalent to Radical Standard Design front and rear, ventilated front and rear brake disc of 260mm (SR3 & SR3 RSX) diameter or an upgrade floating disc, 280mm (SR3) manufactured by Hi Spec motorsport to the OE Radical Sportscars design may be fitted.

Any SR3 RS or SR3 Supersport, can be fitted with brake upgrades to standard SR3 RSX specification.

Brake pad specifications are free but must be of a carbon metallic material.

The fitting of a cockpit adjustable bias adjuster is permitted.

The fitting of brake duct grilles is optional.

5.15 Wheels and Steering

3-piece or 1-piece wheels may be used

Maximum wheel size: Front: 15" × 8" Rear 16" × 10 ½"

Steering wheel diameters may be changed to suit driver preference.

5.16 Tyres

Tyres will be supplied by Goodyear Dunlop Tyres Limited's authorised service agent, HP Tyres, to this specification:

200/580R15 Front and 265/605R16 Rear. The dry compound will be Dunlop 004.

Each car will be allowed to use a maximum of 6 dry tyres per event with under 100 minutes of scheduled track time, 8 dry tyres per event with 101 to 150 minutes of scheduled track time or 12 dry tyres per event with over 150 minutes of scheduled lap time.

Wet weather tyre quantities are unrestricted. Serial numbers from all slick tyres used must be declared on the tyre usage form at each event.

The use of tyre heating equipment/heat retention devices, tyre treatments or compounds, is prohibited. When necessary the organisers may set a maximum wheel camber setting, toe settings and tyre pressures to be adhered to at a particular event. This will be communicated by Event Bulletin and may require parts to be sealed by the Eligibility Scrutineer. Failure to comply with specified values will warrant the vehicle ineligible. Valve caps must be fitted.

5.17 Fuel Tank and Fuel

The standard aluminium fuel tank or FIA fuel cell to the design of Radical Sportscars Standard Spec for that respective model must be retained.

5.17.1 Competitors competing in the 'All Inclusive Entry' category with eligibility to the B.R.M Speed Award and Sunoco 240 Challenge.

Motorsport UK specification fuel supplied by Sunoco Race Fuels (aaouls.co.uk) is mandatory for all official Event testing, practice, qualifying and race sessions. Compliance with this regulation will be verified by fuel testing carried out throughout the season. To allow comparison testing to be carried out, competitors must have a minimum of 3 litres of fuel left in the fuel tank at the end of any session.

5.17.2 Competitors entering on the 'Just Race' Entry fee who are ineligible for any end of season awards.

Only petrol as defined in Section B Nomenclature & Definitions, Pump Fuel a) section of the Motorsport UK Yearbook for the current year and complying with BS4040, BSEN228 or BS7800 may be used; fuel which exceeds the stated RON (max) levels in Appendix 1 of Section B Nomenclature & Definitions is prohibited even if it is sold/promoted as being legal for UK Competition and/or obtainable from 'roadside' pumps. The use of additives by competitors which boost the octane rating (RON) in any petrol is prohibited.

Fuel used must be at Ambient Temperature

Each car must have a 'T' piece plus a dry break valve fitted to the fuel line to facilitate safe fuel testing.

5.18 Silencing

Specification as per Motorsport UK regulation J5.17 – J5.18.

5.19 Competition Numbers/Decals

Positions

Racing numbers must be affixed in accordance with Motorsport UK regulations. BARC and Sponsors decals as issued for the current year must be affixed to the vehicle as laid out in the diagram issued with those decals. In addition to the partner logos that will be supplied (eg: Dunlop as well as BRM and Sunoco for 'All inclusive/Premium' entrants) competitors must reserve a space of 50cm long x 20cm high above or adjacent to the three race numbers. This space can be used for a title or event sponsor declared by the Promoter. Decal packs will be sent to each competitor on receipt of completed registration form.



UK Revolution Trophy Technical Regulations

TECHNICAL REGULATIONS

1 Introduction

1.1 The following Technical Regulations are set out in accordance with the Motorsport UK specified format and it must be clearly understood that, if the following texts do not clearly specify that you can do it, you must work on the principle that you cannot. All references to the Motorsport UK Yearbook (blue book) relate to the current edition. Therefore, everything that is not specifically authorised and anything not specified in these regulations or any official Event Bulletin, is strictly forbidden.

1.2 The 2020 UK Revolution Trophy is a 'single-brand' race series, Revolution cars must run in the specification set by Abbott Automotive Limited and complying with the FIA Homologation Documents for the model.

1.3 Whilst the Eligibility Scrutineer is empowered to check all competing vehicles for compliance and has been provided with the data to determine the continuing eligibility of each car, the onus of responsibility for the eligibility of vehicles competing in this Championship, rests with the entrant/Competitor. In the Event of a dispute concerning the compliance of a vehicle with these Regulations, the onus will be on the Entrant/Competitor to satisfy the Organisers with regards to such compliance, and NOT the organisers to prove noncompliance.

1.6 Tests to establish the power output of any car may be carried out by a certified dynamometer operator.

1.7 Where it is suspected that a component or structure fitted to the competing vehicle, may render the vehicle ineligible under these regulations, the component or access to the

component will be sealed by the Eligibility Scrutineer for subsequent examination. Where ineligibility is subsequently proven, all awards accrued by the competitor from and including the date of sealing the said component, to the date of the examination, shall be forfeit. Competitors whose vehicles are subject to a pending eligibility check must advise this fact in writing to the Clerk of the Course of any Event in which they wish to take part. The results of any such Event will remain provisional until the eligibility decision has been made. Failure to inform the Clerk of the Course will result in a fine.

1.8 Where costs are incurred as a result of any eligibility check, as may be reasonably requested either by the Eligibility Scrutineer or the Event Organisers, these will be borne by the Competitor / Entrant concerned.

1.9 As a method of control, any component on a competitor's car may be removed by the Eligibility Scrutineer and exchanged for a similar component from the car of another competitor, or provided by the Event Organisers. If necessary the ECU may be subject to detailed examination. Whilst efforts will be made to ensure that the condition of the exchanged parts is similar, responsibility for the care of exchanged components lies with the recipient. Exchanged components may be returned to their original owners on completion of the race.

1.10 Any infringement of these Technical Regulations will render the competitor liable to penalties as defined in the Sporting Regulations.

Specific Technical Regulations: Compliance with the Abbott Automotive specification and FIA Homologation documents for the car is mandatory. The points below are not covered by the FIA Homologation documents are specific to the Sports Prototype Cup.

2 Tyres

Tyres will be supplied by Goodyear Dunlop Tyres Limited's authorised service agent, HP Tyres, to this specification:

200/580R15 Front and 265/605R16 Rear. The dry compound will be Dunlop 004.

Each car will be allowed to use a maximum of 6 dry tyres per event with under 100 minutes of scheduled track time, 8 dry tyres per event with 101 to 150 minutes of scheduled track time or 12 dry tyres per event with over 150 minutes of scheduled lap time.

For the first Event of that a Competitor attends, the car MUST be fitted with four brand new slicks and have 2 spare tyres (1 front, 1 rear) that can be either new or used. Wet weather tyre quantities are unrestricted. Serial numbers from all slick tyres used must be declared on the tyre usage form at each event.

The use of tyre heating equipment/heat retention devices, tyre treatments or compounds, is prohibited. When necessary the organisers may set a maximum wheel camber setting, toe settings and tyre pressures to be adhered to at a particular event. This will be communicated

by Event Bulletin and may require parts to be sealed by the Eligibility Scrutineer. Failure to comply with specified values will warrant the vehicle ineligible. Valve caps must be fitted.

3 Fuel

Motorsport UK specification fuel supplied by Sunoco Race Fuels (aaols.co.uk) is mandatory for all official Event testing, practice, qualifying and race sessions. Compliance with this regulation will be verified by fuel testing carried out throughout the season. To allow comparison testing to be carried out, competitors must have a minimum of 3 litres of fuel left in the fuel tank at the end of any session.

4 Silencing

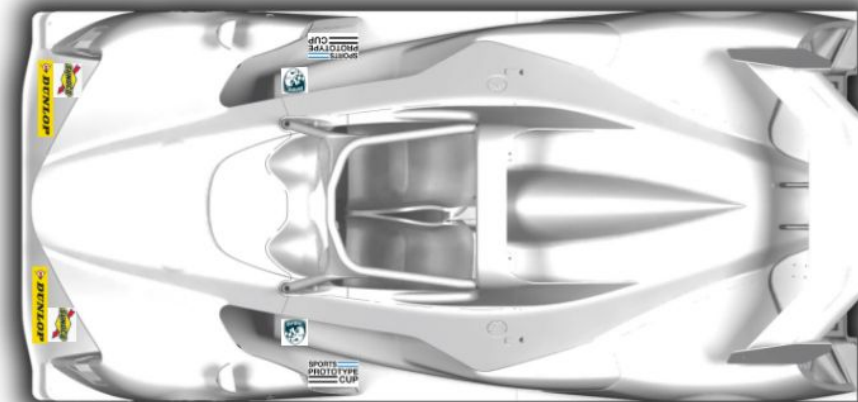
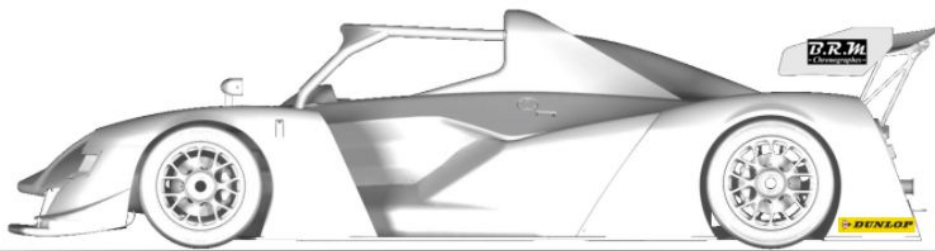
Specification as per Motorsport UK regulation J5.17 – J5.18.

5 Competition Numbers/Decals

Positions

Racing numbers must be affixed in accordance with Motorsport UK regulations. BARC and Sponsors decals as issued for the current year must be affixed to the vehicle as laid out in the diagram issued with those decals.

In addition to the partner logos that will be supplied (eg: Dunlop, BRM and Sunoco), competitors must reserve a space of 50cm long x 20cm high above or adjacent to the three race numbers. This space can be used for a title or event sponsor declared by the Promoter. Decal packs will be sent to each competitor on receipt of completed registration form.



COMPULSORY LOGO AND POSITION



COMPULSORY BLANK SPACE FOR FUTURE SPC SPONSOR
50cm long x 20cm high above or adjacent to the three race numbers. This space can be used for a title or event sponsor declared by the Promoter.

COMPULSORY LOGOS BUT POSITION FLEXIBLE



Sunoco x 2 - recommended front facing position, eg on splitter or above headlights



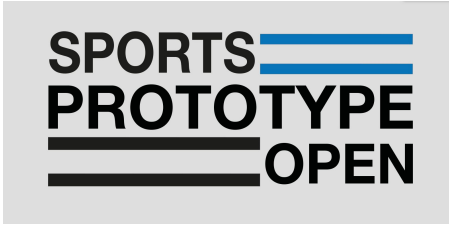
BARC x 2 - recommended position on cockpit side



B.R.M x 2 - must be visible from side. Eg: Rear wing endplate, rear wing or cockpit side.



SPC x 2 - Recommended position on flat floor.



Specific regulations for events where an 'Open/Invitation' class is run.

TECHNICAL REGULATIONS

1.1 Introduction: The following technical regulations are set out in accordance with Motorsport UK specified format and it should be clearly understood that if the following texts do not clearly state that you can do something you should seek clarification from the series organisers prior to making any changes. The organisers reserve the right to modify these series regulations as appropriate to ensure close competitive racing at all times. Exceptions to the Technical Regulations may be made providing they are: Approved by the series organisers and scrutineers in advance. In any case, all Motorsport UK safety requirements must be adhered to as specified in the blue book.

1.2 Description: The Sports Prototype Open is for Competitors participating in any closed wheel sportscar, kitcar or sports prototype. This includes, but is not limited to, cars complying to Radical SR1, SR8, SR3 1340, Sports 2000, Clubmans, Sports 1000, BRSCC OSS or Bikesports regulations.

It caters for any sportscar that doesn't exceed the performance benchmark fastest lap which is based around fastest 2019 laps in the BARC Radical SR3 Trophy or MSV Radical Challenge.

Snetterton lap time cap:	No limit - cars complying with 2019 OSS class regulations only
Brands Hatch Indy:	45.7
Le Castellet	2:04.0 (to be confirmed in August)

All entries are at the discretion of the Series Organisers. Additional Balance of Performance measures can be applied to ensure this maximum performance level is not exceeded.

Qualifying times that are faster than this time will be erased. Race lap times that are faster than this time will result in Stop/Go penalties of 10 seconds for each transgression. Repeated transgressions may result in exclusion from the event(s).

1.3 Presentation: Cars must be presented to a high standard. Unpainted panels, unrepaired damage or cars not achieving a satisfactory level of preparation and presentation, as judged by the series scrutineer, may receive a warning and may ultimately result in exclusion. Presentation for a vehicle for scrutineering is a declaration by the entrant that the vehicle is eligible for that event and fully complies with the series regulations.

1.4 Safety Requirements:

The following Articles of Motorsport UK Blue Book 'Section K Competitors: Safety' regulations are highlighted as being applicable (but not to the exclusion of any other)

Motorsport UK General Regulations that automatically apply – see 5.1.2 above):

K 1.2.1 & K 1.2.2 , – ROPS (Roll over protection systems) general safety specifications
K 1.2.3, - ROPS, compulsory diagonal bar
K 1.3.5 – ROPS, optional reinforcement
K 2.1.2 - K 2.1.4 - Seat belts, 4, 5 and 6 point harnesses
K 3.1 - Fire extinguisher, Appendix 1, Table 3 , references (3.1.2 a) &/or (3.1.2 b) apply
K 5.1 & K 5.2, - Red warning light
K 6, - Fuel tanks & fillers
K 8 , - External circuit breaker (see also G120 & 121)
K 9 – Race Overalls (in particular, K 9.1.1)
K 10 – Crash helmets
K 13, - Head restraints

1.4.1 Safety Harnesses In order to maintain the integrity of the harness system in the event of an accident, it is recommended that these should be a minimum of five-point attachment, in accordance with Q 19.14.2. 5.4.2 Seats It is strongly recommended that seats have side wings or side head restraints to take into account lateral forces.

1.5 General Technical Requirements & Exceptions All vehicles must comply with the relevant sections of the 2018 Motorsport UK Yearbook Section J and Section Q (Tech Regs) up to and including Q 19.16

1.5.1 Advertising on vehicles is subject to requirements set out in Motorsport UK Yearbook Q 19.2.2 and H 28 & H 29 in particular.

1.5.2 All vehicles must comply with Motorsport UK General Technical Regulations and the relevant parts of the Motorsport UK Yearbook except where specified below.

1.5.3 Vehicles must be fitted with at least two externally mounted rear view mirrors.

1.6 Chassis: Chassis is free subject to Motorsport UK requirements.

1.7 Bodywork: Bodywork is free subject to Motorsport UK requirements.

1.8 Interior: Interior is free subject to Motorsport UK requirements.

1.9 Engine: Engine is free subject to Motorsport UK requirements and any Balance of Performance measures set to ensure compliance with 1.2

1.10 Suspension: Suspension is free subject to Motorsport UK requirements

1.11 Transmission: Transmission is free subject to Motorsport UK requirements.

1.12 Electrical: Electrical equipment is free subject to Motorsport UK requirements.

1.13 Brakes: Brake systems are free subject to Motorsport UK requirements.

1.14 Wheels and Tyres: Wheels: Wheel size and material is free, subject to Motorsport UK requirements.

1.15 Tyres Tyres must either be from list 1a,1b or 1c from the Motorsport UK list of eligible tyres. Slick tyres are also permitted.

1.16 Weights: Weight is free, subject to Motorsport UK requirements, and any Balance of Performance measures set to ensure compliance with 1.2

1.17 Numbers and Series Decals: Positions

Racing numbers must be affixed in accordance with Motorsport UK regulations. BARC and Sponsors decals as issued for the current year must be affixed to the vehicle as laid out in the diagram issued with those decals.

In addition to the partner logos that will be supplied, competitors must reserve a space of 50cm long x 20cm high above or adjacent to the three race numbers. This space can be used for a title or event sponsor declared by the Promoter.

Decal packs will be sent to each competitor on receipt of completed registration form.