

MSA BRITISH TOURING CAR CHAMPIONSHIP

2017 SPORTING REGULATIONS

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1. SPORTING REGULATIONS: GENERAL

1.1. Title & Jurisdiction:

The MSA British Touring Car Championship (the Championship) is organised and administered by BARC (TOCA) Ltd (hereafter referred to as TOCA) in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association Ltd (MSA) (incorporating the provisions of the International Sporting Code of the FIA) and these Sporting, and Technical Regulations and the Commercial Undertakings.

MSA Championship Permit No: CH2017/R001

Race Status: International. The Race Meetings shall be conducted in accordance with: -

- the General Regulations of the MSA
- these Sporting Regulations
- the BTCC Technical Regulations
- the BTCC Commercial Undertakings

which shall be incorporated and referred to collectively as “the Regulations”.

MSA Championship Grade: A

In these Sporting Regulations the nomenclature definitions and abbreviations specified in the General Regulations of the MSA shall be adopted unless specifically provided for in these Regulations.

TOCA has the right to amend or vary the Sporting Regulations at any time before or during the Championship and further to issue additional statements concerning the Regulations from time to time, subject to MSA approval and all such statements will be issued in a Bulletin to MSA and all registered competitors by posting to the address detailed on the Championship Registration Form or sending to the e-mail address detailed on the Championship Registration Form or faxing to the fax number detailed on the Championship Registration Form, or delivery to the competitor by hand. All competitors, teams, manufacturers/constructors, team members agree to be bound by the Regulations including any amendments, variations or statements relating thereto and to procure compliance by persons associated with them. Only Bulletins issued by the Co-ordinator under the instruction of the Administrator will be effective in the Championship.

Any request for clarification of the Regulations should be made in writing to the Administrator which together with the reply will be made known to every other registered competitor. A verbal request for a clarification, and a verbal reply, are not binding and will therefore not be made known to other competitors.

The Championship shall comprise of some or all of the following Championships. The final composition of Championships shall be notified to all entrants prior to accepting their entries: -

- BTCC Championship for Drivers
- BTCC Independents' Trophy for Drivers
- BTCC Championship for Manufacturers/Constructors
- BTCC Championship for Teams
- BTCC Independents' Teams Championship
- The Jack Sears Trophy

1.2 Championship Officials:

- 1.2.1. BTCC Administrator (“the Administrator”): Alan Gow
- 1.2.2. BTCC Championship Co-ordinator (“the Co-ordinator”): Dan Mayo
- 1.2.3. BTCC Chief Scrutineer: Peter Riches
BTCC Technical Commissioner: Peter Riches
BTCC Eligibility Scrutineers: Sam Riches / Phil Danbury
- 1.2.4. BTCC Clerks of the Course (“the BTCC Clerk”): Ian Watson / Dave White
- 1.2.5. Championship Stewards: Colin Hilton, David Lapworth and Len Pullen
- 1.2.6. Stewards to the BTCC (“the BTCC Stewards”): Dennis Carter, Esmor Jones, Nicky Moffitt, Richard Norbury, Rod Parkin, Tony Scott-Andrews, Mike Sones, Steve Stringwell and Adrienne Watson. Any three of those listed will be in attendance at Championship Meetings
- 1.2.7. BTCC Medical Delegate (“the BTCC Doctor”): Dr. Paul Trafford
- 1.2.8. “BTCC Officials” shall mean any of those listed in Sporting Regulations 1.2.1., 1.2.2., 1.2.3. and 1.2.4. and any other Officials appointed by the Administrator and notified to competitors by Bulletin.

1.3. Competitor Eligibility:

- 1.3.1. BTCC Entrants must be registered for the Championship and be in possession of a valid 2017 International Entrants Licence (Open or Restricted issued by the MSA. See MSA General Regulation D7.1.12) and a TOCA BTCC Licence ('TBL') as per the Commercial Undertakings.
- 1.3.2. Drivers must be registered for the Championship and be in possession of a valid 2017 International Racing Licence (Grade C or higher, not Historic) and a medical certificate of aptitude. An ASN Visa is required if the licence is issued by an ASN other than the MSA.
- 1.3.3. Guest Competitors may be permitted to compete in the Championship. Please refer to Regulations 1.6.1, 1.11.1.a and Commercial Undertaking 6.5.4.
- 1.3.4. Each Entrants Licence and each Drivers Licence must be delivered to the BTCC Clerk at competitors' signing-on at the first Meeting at which he/she intends to compete and may be held by him for the duration of the season. The licences will be returned to the driver and/or entrant upon request and subject to the driver and/or entrant signing a receipt. Thereafter the competitor must return any such licence to the BTCC Clerk at competitors' signing-on at the next Meeting in which he/she intends to compete.
- 1.3.5. At any time during a Meeting, the BTCC Clerk can require a driver to have a medical examination by the BTCC Doctor or a doctor nominated by him.
- 1.3.6. Competitors must ensure that they and their cars comply with the conditions of eligibility and safety throughout practice, Official Qualifying and the Races.
- Please also refer to the Technical Regulations at Regulation 5.
- 1.3.7. Any car that has competed or been utilised in any competition other than the Championship is ineligible to compete in the Championship within the same calendar year.
- 1.3.8. Any driver that has participated in any competition utilising an NGTC (or FIA TCN-1) specification car outside of the Championship shall normally be ineligible to compete in the Championship within the same calendar year, other than at the Administrator's sole discretion.

1.4. Registration:

- 1.4.1. All drivers, entrants, teams and manufacturers/constructors must register with TOCA for the Championship in accordance with Commercial Undertaking 6.5. The completed Registration Form with the Registration Fee must be received by the Co-ordinator prior to 12 noon on Friday, February 24th 2017. The Administrator has the right at his/her absolute discretion to accept or reject any registration for the Championship received after Friday, February 24th, 2017 upon such terms as he/she thinks fit. Applicants will be notified whether or not they have been accepted as entrants to Championship by Friday, March 3rd, 2017, to a maximum of 32.
- Drivers who are accepted into the Championship after Friday, March 3rd, 2017, will be classified as Late Registrations and may incur a 20% entry fee surcharge at the Administrator's discretion.
- Any subsequent change to an Entrant's registered car during the course of the Championship is by application to and approval of the Administrator.
- 1.4.2. Registration numbers will be the permanent competition numbers for the Championship. Numbers 1-10 inclusive will be allocated to the top ten drivers from the 2016 MSA British Touring Car Championship. Any of these numbers not used by a 2016 driver will only be re-allocated at the sole discretion of the Administrator.
- All other numbers will be allocated at the Co-ordinator's discretion.
- 1.4.3.a. A BTCC Medical Information Sheet (contained within this Regulations Booklet) must be completed and returned to the BTCC Doctor upon registration.
- 1.4.3.b. Drivers must inform the BTCC Doctor if:
- i) The driver is involved in any serious accident at any test, event or otherwise at any venue.
 - ii) There is a significant change in the general physical or mental condition of the driver.
 - iii) The driver is hospitalised for any reason.
 - iv) Drugs are taken for any medical condition that has not been previously notified.
- 1.4.4. BTCC teams may nominate a substitute driver in exceptional circumstances. Substitute drivers must complete a registration form and meet the requirements of Sporting Regulation 1.3.2. No extra registration fee is payable. Substitute drivers are not deemed to be Late Registrations (as in Sporting Regulation 1.4.1), will use the engine allocation of the driver they have replaced (see Sporting Regulation 1.16.2), and will be subject to Sporting Regulation 1.11.1.c.iii).

Please also refer to the Commercial Undertakings for Registration at 6.5.

1.5. Championship Rounds:

- 1.5.1. The 2017 British Touring Car Championship will be contested over 10 Meetings, with three rounds of the Championship at each Meeting as follows:

Date:	Circuit:	Meeting No:	Org. Club:
01/02 April	Brands Hatch (Indy)	1	BARC
15/16 April	Donington Park	2	BARC
06/07 May	Thruxton	3	BARC
20/21 May	Oulton Park	4	BARC
10/11 June	Croft	5	BARC
29/30 July	Snetterton	6	BARC
12/13 August	Knockhill	7	BARC
26/27 August	Rockingham	8	BARC
16/17 September	Silverstone	9	BARC
30 September / 01 October	Brands Hatch (GP)	10	BARC

At each Meeting the BTCC shall normally consist of three equal length Races.

- 1.5.2. At each Meeting, wherever possible the minimum time between the end of Parc Fermé of a Race and the opening of the Pit Lane for the start of the subsequent Race will be 90 minutes and competitors must be ready for competition at any time after that period or such other period as the BTCC Clerk (after consultation with the Administrator) may specify.
- 1.5.3. The Administrator may, in his/her absolute discretion, amend the composition of the Championship at any stage of the season and will give as much notice as possible through the issuing of a Bulletin to all competitors. The number of Rounds will not be increased without consultation with all competitors.

1.6. Scoring:

- 1.6.1. Drivers, manufacturers/constructors and teams competing in rounds of the Championship by permission of the Administrator under Commercial Undertaking 6.5.4. are not eligible to score points within the Championship.

- 1.6.2.a. The Drivers' Championship: Points will be awarded to the drivers listed as classified finishers in the Final Results at each Race as follows:

1st: 20 points	5th: 11 points	9th: 7 points	13th: 3 points
2nd: 17 points	6th: 10 points	10th: 6 points	14th: 2 points
3rd: 15 points	7th: 9 points	11th: 5 points	15th: 1 point
4th: 13 points	8th: 8 points	12th: 4 points	

One additional point will be awarded to the driver who starts on Pole Position for the First Race of each Meeting.

One additional point will be awarded to the driver setting the Fastest Lap in each Race. If two or more drivers achieve the same fastest lap time each will be awarded one point.

One additional point will be awarded to each driver who is classified as the Race leader (on crossing the start/finish line during the course of the Race) during each Race. For the avoidance of doubt, only one point is awarded to each driver who has led each Race irrespective of how many times that driver has led that Race.

- 1.6.2.b. The Independents' Trophy for Drivers: Independent drivers will be regarded as those who are not entered with manufacturer support. Points will be awarded to the drivers listed as classified finishers in the Final Results at each Race as follows:

1st: 20 points	5th: 11 points	9th: 7 points	13th: 3 points
2nd: 17 points	6th: 10 points	10th: 6 points	14th: 2 points
3rd: 15 points	7th: 9 points	11th: 5 points	15th: 1 point
4th: 13 points	8th: 8 points	12th: 4 points	

No additional points will be awarded for Pole Position, Fastest Lap or leading the Race.

Drivers who qualify for entry into the Independents' Trophy for Drivers will also score points in the Drivers' Championship.

The criteria for participation in the Independents' Trophy for Drivers are contained in the Commercial Undertakings, see Commercial Undertaking 6.5.5

- 1.6.3. The Manufacturers/Constructors Championship: Points will be awarded to a maximum of two nominated cars (see CR 5.1) of the same make provided they are listed as a classified finisher in the Final Results. A manufacturer/constructor must nominate a maximum of two cars in writing no less than 30 minutes before the nominated start-time of the Official Qualifying Session at each Championship Meeting. Points will be awarded as per the format of points scoring for the Drivers Championship except that the additional point for Pole Position and the additional point for Fastest Lap and the additional point for leading a Race will not be awarded. The other placings of the same make will be ignored. Only the manufacturers/importers/constructors that have registered for the Championship will be eligible for points in the Manufacturers/Constructors Championship and be eligible for competition in the Championship.
- For the purpose of this regulation, a 'Constructor' is defined as the entrant, company or individual who is the originating designer and builder of their own competing cars. Classification as a Constructor may not necessarily exclude their eligibility for any or all of the awards or prize money offered to Independent entrants. The final decision as to which entrants may be eligible to be classified as a Constructor and/or for any awards or prize money available to Independent entrants rests solely with the Administrator, whose decision will be final.
- 1.6.4. The Teams Championship: Points will be awarded to a maximum of two nominated cars from each team in each Race (provided that they are listed as a classified finisher in the Final Results) as per the format of points scoring for the Drivers Championship except that the additional point for Pole Position and the additional point for Fastest Lap and the additional point for leading a Race will not be awarded. A team must nominate a maximum of two cars in writing no less than 30 minutes before the nominated start-time of the Official Qualifying Session at each Championship Meeting.
- 1.6.5. The Independents Teams Championship: Points will be awarded to the highest placed car from each Independent team in each Race (provided that they are listed as a classified finisher in the Final Results) as per the format of points scoring for the Drivers Championship except that the additional point for Pole Position and the additional point for Fastest Lap and the additional point for leading a Race will not be awarded.
- The Independents' Teams Championship is an annual award and will be presented to the highest finishing Independent team at the conclusion of the current Championship season.
- The criteria for participation in the Independents' Teams Championship are contained in the Commercial Undertakings, see Commercial Undertaking 6.5.5
- Teams that qualify for entry into the Independents Teams Championship will also score points in the Teams Championship.
- 1.6.6. The Jack Sears Trophy: An annual award, in the form of a Cup, will be given to the highest placed "rookie" driver in the Drivers Championship (a rookie being a driver who has not competed in the BTCC prior to the 2017 Championship) providing there are three or more rookies entered into the Championship.
- 1.6.7. All competitors shall count their results from the total number of Races.
- 1.6.8. If two or more drivers, teams or manufacturers/constructors finish the season with the same number of points, the higher place in the Championship shall be awarded to:
- 1.6.8.a. the holder of the greatest number of first places,
1.6.8.b. if the number of first places is the same, the holder of the greatest number of second places,
1.6.8.c. 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.
- 1.6.9. Should any Round be reduced in length at the discretion of the BTCC Clerk (after consultation with the Administrator), full points will still be awarded (but not for each part of a two part Race) unless the Race is declared null and void in accordance with 3.8.2.d.
- 1.7. Awards:**
- 1.7.1. All awards are to be provided by TOCA and its associate sponsors. Please refer to Commercial Undertaking 6.15.

1.8. Radios:

- 1.8.1. Pit to car radio systems must be fitted and operational on all competing cars at all Rounds. The use of public communication networks for this purpose is not permitted.
- 1.8.2. Radio frequencies used by a driver, team, manufacturer/constructor and/or any of their suppliers must be licensed for use in the UK by Ofcom or their approved agent. The Co-ordinator must be notified on the Championship Registration Form prior to the start of the season of the Radio Frequency to be used by the driver, team, manufacturer/constructor and/or any of their suppliers, which TOCA must approve, with full details of access codes. The Co-ordinator reserves the right to request production of the original Licence/Short Term Hire documentation to verify the use of any frequency by a driver, team, manufacturer/constructor and/or any of their suppliers at any time during the season
- 1.8.3. The driver, team, manufacturer/constructor and/or any of their suppliers will at all times comply with the terms and conditions specified from time to time by Ofcom or other official bodies (e.g. an airport authority) for the use of their radio frequency.
- 1.8.4. In the event that a frequency used by a driver, team, manufacturer/constructor and/or any of their suppliers interferes with a frequency used by a local service or BTCC officials or another third party the driver, team, manufacturer/constructor and/or supplier may be required to change its radio frequency to a non conflicting frequency to the satisfaction of the Co-ordinator and in accordance with the requirements of Ofcom. The driver, team and/or manufacturer/constructor may be suspended from testing and Qualifying and Racing until a change of frequency has been effected.
- 1.8.5. If a driver, team, manufacturer/constructor and/or any of their suppliers wish to change their frequency during the season they must first obtain approval from Ofcom or their approved agent and submit this frequency information to the Co-ordinator before use.
- 1.8.6. It is a requirement for the BTCC organisers and the host TV broadcaster to be able to monitor pit to car communications in clear speech and talk to the driver where appropriate. If team radio communications use digital or encrypted speech then two radios, each capable of monitoring and communicating with the driver must be provided to BTCC technical staff or their representatives for use by BTCC organisers or TV staff.
- 1.8.7. Any communication from any BTCC Championship Official via the dedicated BTCC radio communication channel to a team or teams shall be deemed as being an instruction from an authorised Official of the meeting.
- Teams must ensure that the radios (for the sole use of monitoring the dedicated BTCC radio communication channel) are operational at least 20 minutes prior to the scheduled start of and during any BTCC session.
- 1.8.8. TOCA will nominate its own radio supplier as the official approver of frequencies on behalf of the BTCC. Frequencies not nominated and approved cannot be used.
- 1.8.9. WiFi - TOCA reserves the right to introduce controls on the WiFi channels used by each team.

1.9. Championship Livery:

- 1.9.1. The race numbers and Championship decals for each registered car will be provided by TOCA prior to the start of the Championship. These cannot be modified under any circumstances and should fixing require cutting of the decals to accommodate vehicle shut lines it must be achieved without defacing the logo. No car will be allowed to practice for or Race in any Round of the Championship without displaying the Championship decals in the correctly prescribed manner.
- The race numbers are to be placed on each rear side window. These shall be a minimum of 20 cm high with a stroke width of at least 40 mm, coloured fluorescent yellow and positioned above the driver name.
- 1.9.2. The fitting of the Championship livery is detailed in Commercial Undertaking 6.17.
- 1.9.3. A graphic illustrating the placement of the Championship livery, as outlined in these regulations, is included at the end of this document (Appendix 1).

1.10. Weighing and Ride Height:**1.10.1. General:**

- 1.10.1.a. Weighing Scales ("the scales") for use in the Championship will be provided by TOCA. Prior to commencement of the first Meeting the scales will be calibrated and certified. The scales will be deemed to be correct throughout the Championship. In the case of damage to the scales, other scales (which have been calibrated) may be substituted by the Administrator.

- 1.10.1.b. All drivers entered in the Championship will be weighed, wearing their complete racing apparel, at the first Meeting of the season and may be weighed again at the mid-season point. If a driver is entered later in the season he/she will be weighed at his/her first Meeting. If a car is weighed without the driver, the weight determined by this Regulation will be added to the weight of the car to give the total weight.
- 1.10.1.c. The weight and ride height of any car may be checked at any time during a Meeting. Cars will be selected at random to undergo the weighing and ride height procedure by means of flashing red lights or by signal from, or as instructed by, a BTCC Official.
- 1.10.1.d. If a car is unable to reach the weighing area under its own power it will be placed under the exclusive control of the marshals who may take the car to undergo weight and ride height checks.
- 1.10.1.e. Only scrutineers and Officials (and the driver of the vehicle being weighed) may enter the weighing area. No intervention of any kind is allowed unless authorised by such Officials.
- 1.10.1.f. No solid, liquid, gas or other substance or matter of whatsoever nature may be added to, placed on, or removed from a car after it has been selected for weighing or has finished the Official Qualifying session or the Race or during the weighing procedure until all weighing procedures have been completed (except by the BTCC Chief Scrutineer and/or the BTCC Technical Commissioner and/or the BTCC Eligibility Scrutineer).
- 1.10.1.g. During Free Practice Sessions, cars will be permitted to stop at the weighing area without being signalled by an Official when less than five minutes remain before the end of each session. A clear access through the pit lane for emergency vehicles must be maintained.
- 1.10.2. Procedure - During and After Official Qualifying:**
- 1.10.2.a. The scales will be in the weighing and ride height area.
- 1.10.2.b. Having been signalled that his/her car has been selected, the driver will drive directly to the weighing area and position the car in accordance with the markings on the area and any instructions given by a BTCC official. The engine must then be stopped before ride height and weighing checks are carried out. If the weighing area is occupied the driver will wait in turn until the area is clear before positioning their car. It is an offence to stop at the weighing area if not signalled to do so during Official Qualifying
- 1.10.2.c. The ride height will then be checked. If the car should fail this test the BTCC Technical Commissioner and/or BTCC Eligibility Scrutineer will check that the car is correctly positioned and if in his sole judgement it is not, he will assist the driver in making any position changes after which time it will be re-checked.
- 1.10.2.d. If the car is adjudged to be in breach of the ride height regulations, the driver will be notified in writing. The car may then not necessarily be weighed.
- 1.10.2.e. On passing the ride height check, the car will then be weighed with the driver on board. The driver will be notified in writing of any weighing check failure.
- 1.10.2.f. The car will then be pushed clear of the weighing area and when stationary the driver will be instructed by the BTCC Technical Commissioner and/or BTCC Eligibility Scrutineer when to start the engine using only energy stored on board. Any failure will be notified to the driver in writing.
- 1.10.2.g. Should the driver be advised of any failure the car will not be allowed to leave the weighing or ride height area until specifically directed to do so by the BTCC Technical Commissioner or the BTCC Eligibility Scrutineer who will release the car for immediate return to either its Pit or Parc Fermé where in both cases it will remain under Parc Fermé conditions until after inspection by the BTCC Chief Scrutineer and/or the BTCC Technical Commissioner and/or the BTCC Eligibility Scrutineer.
- 1.10.2.h. It is the driver's responsibility to rejoin the Pit Lane safely.
- 1.10.3. Procedure - After a Race:**
- 1.10.3.a. The scales will be positioned in the Pit Lane weighing area or Parc Fermé.
- 1.10.3.b. Cars may be selected at random to undergo the weighing and ride height checking procedure by means of flashing red lights or by signal from a BTCC Official.
- 1.10.3.c. The procedure outlined in 1.10.2.b to 1.10.2.g inclusive will be followed.
- 1.10.3.d. If a car is adjudged to be in breach of the ride height and/or weight check regulations any such failure will be notified to the team in writing.
- 1.10.3.e. If required at the end of a Race, drivers must present themselves to the weighing area to be weighed.

1.10.4. Penalties:

1.10.4.a. Failure to comply with the directions of BTCC Officials (or other Race Officials) to weigh a car/driver when instructed or failure to comply with weight regulations or ride height regulations or failure to restart the car in the weighing area as described above during the Official Qualifying session or occupying the weighing area when not instructed to do so by an Official will result in the loss of that driver's Qualifying times to that point in the session unless the same car/driver has passed an earlier examination in the session when they will only lose their times from the previous examination to that point in the session. The driver will be notified in writing of such failure and the driver must represent his/her car for re-checking. After being informed of such failure, the driver must stop at the weighing area to have his/her car re-checked after completing his/her next lap of the track even if this means queueing behind another car already being checked and for the avoidance of doubt the driver may not record a Qualifying time until after his/her car has been re-checked and found to comply with the ride height and weight check regulations.

Failure to have his/her car re-checked in this prescribed manner or failure to comply with the weight or ride height regulations on two occasions during the Official Qualifying session may result in the loss of the driver's Qualifying times from that Official Qualifying session.

1.10.4.b. Failure to comply with the directions of BTCC Officials (or other Race Officials) to weigh a car/driver when instructed or failure to comply with weight regulations or ride height regulations at the end of the Official Qualifying session or a Race will result in the exclusion of the driver from that Official Qualifying session or Race, save where the BTCC Clerk is satisfied beyond reasonable doubt that the failure has resulted from significant (non self-inflicted) accident damage on the track during the course of that Race or has suffered a (non self-inflicted) punctured tyre during the course of that Qualifying session or Race and which is proven to be the sole cause for such ride height failure upon the replacement of that tyre with one in the same condition and pressure as the undamaged tyre on the same axle.

1.10.4.c. Should a competitor damage the scales deliberately or through negligence so as to render them unusable: -
i.) during the Official Qualifying session, then their Qualifying times for that session will be disallowed.
ii.) during post Race scrutineering, then that competitor shall be excluded from the results of the Race.

1.10.4.d. Should a competitor damage the scales at any time then that competitor will pay the cost of any necessary repairs or replacement on demand and will not be permitted to compete further in the Championship until the cost is paid in full.

1.10.4.e. Failure to comply with the ride height and/or weight check regulations during or after the Official Qualifying session or after the Race may result in the additional penalties in Sporting Regulation 4 being invoked.

1.11. Specific Championship Regulations:

1.11.1.a. A system of "Race success ballast" weight handicaps will be applied to drivers in the BTCC by the BTCC Clerk at the end of the first and second Races at each Meeting based on the order of finishing published by the official timekeepers as authorised by the BTCC Clerk for each of those Races prior to any judicial action in respect of any Sporting or Technical issue.

The increase in success ballast weight awarded after the First Race will be effective for the Second Race in the same Meeting. The increase in success ballast weight awarded after the Second Race will be effective for the Third Race in the same Meeting.

There will be no accumulation of success ballast weight.

The Race results of any guest driver will be disregarded for the purpose of determining success ballast weight handicap.

1.11.1.b. A system of "Championship success ballast" weight handicap will be applied to the top 10 drivers in the BTCC by the BTCC Clerk at the end of the third Race at each Meeting based on the order in the Drivers Championship published by the official timekeepers as authorised by the BTCC Clerk prior to any judicial action in respect of any Sporting or Technical issue. The Championship success ballast will not be applicable for Meeting No.1 of the Championship.

The Championship success ballast weight awarded after the Third Race of a Meeting will be effective for the Free Practice sessions, Official Qualifying session and the First Race at the following Championship Meeting.

Should two or more drivers be tied on points, those drivers shall be awarded equal Championship success ballast equivalent to that of the lowest position that has been removed due to the tie.

- 1.11.1.c. A success ballast weight handicap will be applied to drivers finishing in the first Race and the second Race at each Meeting and in the order in the Drivers Championship after the third Race at each Meeting according to the following scale: -
- | | | | | | | | | | |
|-----------------|-------|-----------------|-------|-----------------|-------|-----------------|-------|------------------|-------|
| 1 st | 75kgs | 2 nd | 66kgs | 3 rd | 57kgs | 4 th | 48kgs | 5 th | 39kgs |
| 6 th | 33kgs | 7 th | 27kgs | 8 th | 21kgs | 9 th | 15kgs | 10 th | 9kgs |
- 11th or lower or not classified or non-participant: 0 kgs (unless qualifying for Late Entry Ballast – see 1.11.1.c.i.)
- The entire success ballast handicap must be carried in the BTCC Ballast Box.
- 1.11.1.c.i). Cars registered for the Championship after March 24th, 2017, and/or those cars that miss one or more Championship Meetings may carry a Late Entry Ballast of up to 75kgs at the first Championship Meeting they compete in/return to, 48kg in the subsequent Championship Meeting and 33kg in the third Championship Meeting they compete in, at the discretion of the Administrator. The success ballast weight handicap as outlined above is applicable to these cars up to a maximum of 75kgs inclusive of the Late Entry Ballast. This entire ballast must be carried in the BTCC Ballast Box.
- 1.11.1.c.ii). Success ballast weight handicaps, or any Championship or Late Entry ballast, must be carried by the drivers concerned as defined in 1.11.1.a./b./c. (all parts) and 5.2.5.
- 1.11.1.c.iii). Any driver, including substitute drivers, who takes-over the registered car of another driver will also take over the success-weight ballast (1.11.1.c) of the departing driver up to that time, or 45kg, whichever is the greater.
- 1.11.1.d. For all Free Practice, Official Qualifying and Races the base weight of the car and driver shall be as notified by Championship Bulletin.
- 1.11.1.e. The weight handicaps may be subject to review at any time during the currency of the 2017 Championship, by the Administrator who may implement a variation by way of a Bulletin issued by the Co-ordinator giving a minimum of 24 hours notice.
- 1.11.1.f. For details of the BTCC Ballast Box and its location please refer to the Technical Regulations.
- 1.11.2.a. The throttle body size and/or restrictor and/or the maximum permitted rpm and/or maximum permitted turbo boost of individual cars may be subject to review and validation after Rounds 9 and 18 of the Championship and/or subsequently at any further time during the Championship by the Administrator, who may implement a variation by way of a Bulletin issued by the Co-ordinator giving a minimum of 24 hours notice.
- 1.11.2.b. The minimum weight (base weight) of individual cars may be subject to review at any time during the currency of the 2017 Championship by the Administrator who may implement a variation by way of a Bulletin issued by the Co-ordinator giving a minimum of 24 hours notice.
- 1.11.2.c. When stationary on the grid after the Green Flag lap(s) Rear Wheel Drive cars must engage and use the RWD Start Strategy as issued in a Bulletin. The race-start boost levels for all cars may be subject to review at any time during the currency of the 2017 Championship by the Administrator who may implement a variation by way of a Bulletin issued by the Co-ordinator.
- 1.11.3. No refuelling is permitted during Free Practice, Official Qualifying sessions prior to the completion of Post Qualifying Scrutineering, or on the grid, or during a Race or prior to the completion of Post Race Scrutineering. Failure to comply may result in the exclusion by the BTCC Clerk of the competitor's Qualifying times from the Official Qualifying session or exclusion from the Race result.
- 1.11.4. It is not permitted to drain/empty fuel tanks in the Pit Lane at any time during a Meeting.
- 1.11.5. If a driver has serious mechanical difficulties during Free Practice, Official Qualifying or the Race he/she must leave the track as soon as it is safe to do so. The driver must leave the car in as safe a place as possible in neutral gear and ensure that any detachable steering wheel is re-attached. Failure to comply may result in a fine of a minimum of £500 being imposed by the BTCC Clerk.
- 1.11.6. The car's headlights, rear lights and rear fog light(s) must be illuminated at all times when grooved tyres are fitted or when directed to do so by the BTCC Clerk. Drivers must have clear vision at all times during Free Practice, Official Qualifying sessions and Races. Failure to comply may result in the BTCC Clerk ordering the car concerned to be stopped and checked at any time.

- 1.11.7.a. No signal of any kind may pass between a moving car and anyone connected with the car's entrant, team or driver save for the following:
- i) legible messages on a Pit Board
 - ii) body movement by the driver
 - iii) verbal communication between a driver and his/her team by means of radio using an approved frequency (Sporting Regulation 1.8.)
 - iv) lap trigger signals from the Pits to the car. Lap marker transmitters shall be battery powered and once operating must be free standing (not attached to any other Pit equipment by means of wires or optical fibres) and incapable of receiving external information. Such lap triggers shall use a transmitter operating with a carrier frequency above 10GHz (radio or optical) and a beam half angle of no more than 36 degrees when measured at the 3dB point, and shall not be used for the transmission of any data from the Pit to the car other than the lap mark. Lap mark data must be transmitted repeatedly and must be demonstrably consistent.
 - v) a single burst of timing data from the car to the Pits as the car passes the receiver.
- 1.11.7.b. The download/upload of data in the Pit Lane must be through a hard link-up only. Wireless or infrared data connection to the car is not permitted.

1.12. Scrutineering:

- 1.12.1. The presentation of a car for scrutineering will be deemed an implicit representation that the car fully complies with the Regulations.
- 1.12.2. When a car is nominated by the BTCC Chief Scrutineer and/or BTCC Technical Commissioner and/or BTCC Eligibility Scrutineer for Post Qualifying or Post Race scrutineering checks, it is the entrant's responsibility to ensure that the car is taken directly to the scrutineering or Parc Fermé area without delay and in exactly the same form in which it completed the Official Qualifying session or Race with the sole exception that the wheels and tyres used in the Official Qualifying session may be substituted with another set of wheels and tyres of the same type, size and weight as those which they are replacing. Contravention of these requirements may result in the exclusion of the competitor's Qualifying times or Race result by the BTCC Clerk.
- 1.12.3. Failure to permit or facilitate Post Qualifying or Post Race scrutineering checks or hindering the same may be a breach of Sporting Regulation 4 and may in addition lead to exclusion from the Championship or to the imposition of any of the additional Championship penalties set out in Sporting Regulation 4.4.
- 1.12.4. The BTCC Chief Scrutineer and/or BTCC Technical Commissioner may require the competitor to carry out any necessary dismantling. If the competitor fails to do so the Administrator may arrange the dismantling and debit the competitor with the cost thereof. The competitor will not be permitted to compete further in the Championship until the costs are paid in full.
- 1.12.5. The BTCC Chief Scrutineer and/or BTCC Technical Commissioner (after consultation with the Administrator) shall be given free and unrestricted access by the entrant at all times and at any location in order to inspect and/or measure any car registered for the Championship.
- 1.12.6. Any car which, after being approved at scrutineering by the Scrutineers, 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 represented for further scrutineering approval.

1.13. Post Meeting Scrutineering:

- 1.13.1. The BTCC Chief Scrutineer and/or BTCC Technical Commissioner and/or BTCC Eligibility Scrutineer and/or the Administrator may nominate any car for further inspection.
- 1.13.2. The nominated car(s) will be sealed by the BTCC Chief Scrutineer and/or BTCC Technical Commissioner and/or BTCC Eligibility Scrutineer in Parc Fermé. Thereafter it will be removed from Parc Fermé with no work by any representative of the competitor or team unless by request or permission of the BTCC Chief Scrutineer and/or the BTCC Technical Commissioner and/or the BTCC Eligibility Scrutineer.
- 1.13.3. The nominated car(s) will then be transported to a suitable venue as may be advised, under the direction of the BTCC Technical Commissioner.
- 1.13.4. The BTCC Chief Scrutineer and/or the BTCC Technical Commissioner reserves the right to obtain a standard road car or parts on hire or loan from independent sources for comparison purposes.
- 1.13.5. The BTCC Chief Scrutineer and/or the BTCC Technical Commissioner shall direct representatives of the competitor concerned to dismantle the car at the technical inspection. In default, the Administrator may arrange the dismantling and debit the competitor with the costs thereof. The competitor will not be permitted to compete further in the Championship until the costs are paid in full.

- 1.13.6. Any breaking of or tampering with the seals is forbidden and may result in the exclusion of the car from the results. The BTCC Chief Scrutineer and/or the BTCC Technical Commissioner and/or the BTCC Eligibility Scrutineer, or their appointed representative, will refer any irregularities to the BTCC Clerk for adjudication and action.
- 1.13.7. Failure to permit or facilitate any inspection by the BTCC Chief Scrutineer and/or the BTCC Technical Commissioner and/or the BTCC Eligibility Scrutineer shall be deemed to be a breach of Regulation 1.13. and in addition may lead to imposition of any one or more of the additional Championship penalties set out in Sporting Regulation 4.4.
- 1.13.8. Should the BTCC Chief Scrutineer and/or the BTCC Technical Commissioner and/or the BTCC Eligibility Scrutineer decide that the car or any component of the car is not eligible this will be reported to the BTCC Clerk who, after giving the parties the opportunity to be heard, will adjudicate on the matter and may impose any one or more of the penalties specified in Sporting Regulations 4.1.1.c. and 4.1.1.d.

1.14. Tyres:

- 1.14.1.a. Dunlop is the sole nominated tyre supplier for the Championship. Only tyres supplied and fitted by Dunlop to the approved compounds and marked by BTCC Officials as approved for use may be used at any Meeting.
- 1.14.1.b. After the fitting of the tyres, each team must advise the BTCC Chief Scrutineer or his nominated deputy of their tyre selection and present their tyres for marking/scanning as per Sporting Regulation 1.14.1.d. Any such marking/barcode/RFID tags must not be obliterated or altered. An RFID tag must also be fitted to both sides of each car in a position agreed with the BTCC Chief Scrutineer.
- 1.14.1.c. During the course of a Meeting, the BTCC Chief Scrutineer or his nominated deputy, may require a competitor to exchange tyres for tyres of the same specification taken from the nominated tyre supplier's stock. The BTCC Chief Scrutineer selected tyres will remain under the control of the tyre supplier (albeit in the BTCC Technical Truck) until fitted to a competitor's car. These selected tyres should each be separately identified as a BTCC selected tyre.
- 1.14.1.d. Slick/Dry Tyres:
- 1.14.1.d.i **For Events excepting Thruxton:** A driver may use a maximum of 12 new 'standard compound' tyres plus 8 previously marked/declared standard compound tyres per Meeting, including any Free Practice session(s), except at a driver's first Meeting where a maximum of 16 'standard compound' new tyres may be used. The number of previously marked/declared tyres may be increased if less than 12 new tyres are marked/declared, always provided that the total number of tyres (20) is not exceeded at any time.

In addition a driver must use one complete set (4) of new 'option' tyres for the entirety of one Race at each Meeting, subject to adverse weather conditions. These tyres may be used in any Free Practice session(s) but are not permitted to be used in Qualifying. Prior to the Qualifying session at each Event the Team must nominate, in writing to the BTCC Co-ordinator, in which Race these 'option' tyres will be used. During the course of the Championship each driver must nominate these 'option' tyres three times in the first Race of a Championship Meeting, three times in the second Race of a Championship Meeting and three times in the third Race of a Championship Meeting.

It is not permitted to mix the use of 'standard compound' and/or 'option' and/or 'grooved' tyres at any time.

For the avoidance of doubt, a driver is deemed to have used his allocation of 'option' tyres as soon as the car has left the pit-lane to take part in the race in which they have nominated or must use their 'option' tyres, with the exception of adverse weather conditions which may require changing to 'grooved' tyres on the grid. If the team cannot use the set of 'option' tyres in the race it nominated purely due to adverse weather conditions, it must use that set of 'option' tyres in the next possible race at that same event.

If a driver starts a race on wet tyres but then changes to slick/dry tyres during that race the driver must only use the slick/dry tyres nominated for that race.

Teams will be permitted to have two joker 'option' compound tyres (per car), of the relevant type for that Event, as spares. These will be marked as such and retained by the team for the season and can only be used with the permission of the BTCC Chief Scrutineer. This is not mandatory and teams may elect to keep less, or none, in their possession. A Joker tyre is not allocated to a specific car however a car cannot use more than two at an event. Once a Joker tyre has been used it may then be replaced at the next event.

Part worn 'option' tyres can be carried forward only to the next Meeting where that particular 'option' tyre is used as part of the driver's allocation of 4 'option' tyres for an Event (with the exception of the Thruxton meeting) providing that Dunlop in their sole judgement approve those tyres to be in an acceptable condition to race.

If adverse weather, or a car being withdrawn from the meeting, precludes the driver from using their nominated new 'option' tyres at all then they may be carried forward to the next event providing Dunlop in their sole judgement approve that the tyres are in unworn as-new condition. Permission to carry forward to the next event an unused set of 'option' tyres (i.e. unused through adverse weather conditions or the withdrawal of the car) does not mean that two sets of the same compound new 'option' tyres can be used on that car at the next event

Option Tyre Choices by Circuit:

Soft: Brands Hatch Indy, Oulton Park, Snetterton, Knockhill, Brands Hatch GP

Hard: Donington Park, Croft, Rockingham, Silverstone

For Thruxton: All drivers will be permitted a maximum of 20 new 'hard' tyres. Tyres from the Thruxton Meeting cannot be used as previously marked tyres at any other Meeting.

Substitute drivers are permitted a maximum of 12 new 'standard compound' tyres plus the eight previously marked/declared tyres of the driver they have substituted plus a set of 'option' compound tyres save for Thruxton where the allocation detailed above is permitted.

- 1.14.1.d.ii All tyres must be marked with an identification number(s) (and letter(s) as advised in the pre-meeting Championship Bulletin) by the team. Tyres eligible for use in the Meeting must be marked/scanned at least 60 minutes before the first official session for their category at the Meeting. In exceptional circumstances and at the discretion of the BTCC Chief Scrutineer tyres may be marked/scanned outside these time limits.
- Slick/Dry Tyres must have no tread grooves, moulded or hand-cut, other than a reasonable number of tread depth marker holes moulded or hand-cut by the manufacturer at the source of manufacture. These are the only dry tyres that may be used for Free Practice, Official Qualifying or Racing at that Meeting.
- The previously marked/scanned tyres must be from those originally allocated to the entrant.
- 1.14.1.e. Grooved Tyres
There is no limit on the number of grooved tyres used at a Meeting. It is not permitted to modify the tyre suppliers declared groove pattern in any way.
- 1.14.1.f. Sporting Regulations 1.14.1.d. and 1.14.1.e. will apply to all Free Practice sessions, Official Qualifying sessions and Races.
- 1.14.2.a. Tyres will be checked for conformity at the Pit Entry during all Sessions and after each Race. Additional checks may be carried out at any time during the course of the Meeting.
- 1.14.2.b. The use of tyre heating/heat retention devices and chemical tyre treatments/compounds is prohibited. In addition, no competitor is permitted to have tyre heating or heat retention devices and chemical tyre treatments/compounds in their possession anywhere within the venue at any Meeting except where permitted by Sporting Regulation 1.14.2.c.
- For the avoidance of doubt, no manner of abnormally raising the temperature of the tyres/wheels above the natural ambient temperature is allowed.
- 1.14.2.c. The use of hot air tyre scrapers and/or any other means of buffing or scraping tyres must cease at least 30 minutes prior to the start of any Free Practice session, Official Qualifying session or Race and may recommence after the end of that session/Race.
- 1.14.2.d. Competitors are permitted to change tyres on the grid but any such tyre changes must be completed (i.e. all wheel nuts on and tightened) by the 3 minute signal and all equipment used must then be removed from the grid immediately thereafter. Failure to comply with this regulation will result in the imposition of a 30-second stop-go penalty.
- 1.14.2.e. Tyres removed from the garage and taken into the Pit Lane or to the Grid must not be covered in any way.
- 1.14.2.f. Competitors must ensure that the tyres used by them at each Meeting comply with the Regulations. Non-compliance may result in the imposition of a fine of up to £30,000 for each and every breach in addition to the imposition of any other penalties by the BTCC Clerk and the additional Championship penalties.
- 1.14.2.g. Tyres must only be inflated with air or nitrogen.
- 1.14.2.h. The fitment of tyre pressure/temperature sensors/monitors to wheels is prohibited.
- 1.14.2.i. It is only permitted to run complete sets of slick or grooved tyres. The mixing of slick and/or grooved and/or standard compound and/or option compound tyres is not permitted.

1.15. Replacement Cars:

- 1.15.1. No replacement cars are permitted within the venue at any Meeting.

1.16. Replacement Engines:

For the purposes of this regulation (1.16) an engine is defined as “the complete assembly from the sump to the cam cover excluding any ancillaries which can be removed without the removal of the Championship seals”.

In order to enable engines to be sealed and identified, competitors are required to drill holes in four sump bolts/nuts and four cam cover bolts/nuts suitable for 1.25mm sealing wire or as may be agreed by the BTCC Chief Scrutineer. Ideally engines should be presented for sealing prior to being installed in the car.

- 1.16.1. After the pre-season BTCC Official test day (see CR 6.11) and prior to any use in any testing or Meetings, all competitors shall have all their engines marked and identified by the BTCC Chief Scrutineer and/or the BTCC Technical Commissioner and/or the BTCC Eligibility Scrutineer. In the event that an engine requires replacement, the BTCC Chief Scrutineer and/or the BTCC Technical Commissioner and/or the BTCC Eligibility Scrutineer must be notified prior to same, approve such replacement and inform the BTCC Clerk of the replacement. The engine that has been replaced shall be placed under the control of the BTCC Chief Scrutineer and/or the BTCC Technical Commissioner and/or the BTCC Eligibility Scrutineer and may be subject to conformity checks to the Regulations.

- 1.16.2. Each registered entrant is permitted to use a maximum of two engines during the course of the Championship. If any car does not participate in all rounds of the Championship this allocation shall be reduced in accordance with 1.16.8. It is permitted to change an engine without penalty provided that the seals are not removed, broken or altered in any way.

An engine will be deemed to have been used once the car in which it is fitted takes part in any part of any authorised test session / shakedown test / Practice / Qualifying session or start procedure e.g. once it has left the team's allocated Pit then it will be deemed to have been used.

The temporary changeover of a TOCA lease-engine during the course of a Championship Meeting may count as one engine change, subject to the prior approval of the Administrator.

- 1.16.3. Engine seals may only be removed under the supervision of the BTCC Chief Scrutineer and/or the BTCC Technical Commissioner and/or the BTCC Eligibility Scrutineer for the purpose of repairing oil leaks or visual inspection. Provided that no mechanical work is carried out other than the repairing of an oil leak by the replacement of gaskets and seals then the engine will be resealed and will not be deemed to be a new engine. For the avoidance of doubt this does not permit the replacement of head gaskets.

If a sump is damaged, due to an accident or on-track incident during an immediately-preceding Race or Official Qualifying or practice session, it may be changed under supervision of the BTCC Chief Scrutineer and/or the BTCC Technical Commissioner and/or the BTCC Eligibility Scrutineer. The sump will then be resealed and will not be deemed to be a new engine. The BTCC Administrator reserves the right to penalise the car dependant on the circumstances under which the sump was damaged. This penalty will require the car to start the next Race from the back of the grid.

- 1.16.4. If the work permitted in Sporting Regulation 1.16.3 is carried out away from a Race Meeting then TOCA will debit the competitor with the costs thereof. The competitor will not be permitted to compete further in the Championship until the costs are paid in full.

- 1.16.5. Once the engine seals have been removed, broken or altered in any way other than for the reasons defined above in 1.16.3., the engine is deemed to become a new engine and must be resealed again prior to any further use.

- 1.16.6. The BTCC Clerk will deduct ten Championship points from the Manufacturers/Constructors and/or Teams and/or Independents Teams Championship for each and every subsequent change of engine for that entrant over and above the permitted number even if this results in a minus score.

- 1.16.7. In exceptional circumstances, the BTCC Clerk (following consultation with the Administrator) may allow an engine to be changed without penalty.

- 1.16.8. Late Registrations (see Sporting Regulation 1.4.1) are permitted to use a maximum number of engines during the course of the Championship without penalty using the following criteria:

5 to 10 meetings plus remaining test days = two engines per entry

1 to 4 meetings plus remaining test days = one engine per entry

If more engines are used then the penalties in Sporting Regulation 1.16.6 will be applied.

1.17. Parc Fermé:

- 1.17.1. No persons other than Officials charged with supervision may enter the Parc Fermé. No intervention of any kind is allowed unless authorised by the BTCC Chief Scrutineer and/or the BTCC Technical Commissioner and/or the BTCC Eligibility Scrutineer.
- 1.17.2. Parc Fermé regulations will apply in the area between the Finish Line and the designated Parc Fermé area.

1.18. Roles of the Championship Officials:

- 1.18.1. The role of the Championship Officials is to carry out their duties as specified in the General Regulations of MSA and the Sporting Regulations (as amended from time to time) and to help the Officials of the Meeting in their duties, to see within their fields of competence that all the Regulations governing the Championship are respected, to make any comments they judge necessary and to draw up the various reports required.
- 1.18.2. The Administrator - Is the appointed representative of TOCA and shall be empowered to administer the Championship and secure the performance of TOCA's duties and exercise its rights and powers. The Administrator also has the power to appoint, suspend, replace and/or substitute the Championship Officials, subject to the approval of the MSA.
- 1.18.3. The Co-ordinator - Is empowered to implement the co-ordination and administration of the Championship in accordance with these Sporting Regulations and the Commercial Undertakings and at the direction of the Administrator.
- 1.18.4.a. The BTCC Chief Scrutineer - Shall be the Chief Scrutineer of the Championship and shall have and exercise all the rights, powers and duties of a Chief Scrutineer specified in the General Regulations of MSA and of the BTCC Chief Scrutineer in these Sporting Regulations (as amended from time to time). The BTCC Chief Scrutineer shall be the judge of fact on all matters relating to eligibility and will work in conjunction with the BTCC Technical Commissioner and the BTCC Eligibility Scrutineer.
- 1.18.4.b. The BTCC Technical Commissioner - Shall be the Technical Commissioner of the Championship and shall have and exercise all the rights, powers and duties of a Technical Commissioner specified in the General Regulations of MSA and of the BTCC Technical Commissioner in these Sporting Regulations (as amended from time to time). The BTCC Technical Commissioner will act as advisor to the BTCC Chief Scrutineer in matters of eligibility.
- 1.18.4.c. The BTCC Eligibility Scrutineer - Shall be the Eligibility Scrutineer of the Championship and shall have and exercise all the rights, powers and duties of a Scrutineer specified in the General Regulations of MSA and of the BTCC Eligibility Scrutineer in these Sporting Regulations (as amended from time to time). The BTCC Eligibility Scrutineer will work in conjunction with the BTCC Chief Scrutineer and the BTCC Technical Commissioner. When working in conjunction with the BTCC Chief Scrutineer and/or the BTCC Technical Commissioner the BTCC Eligibility scrutineer shall be a Judge of Fact on all matters relating to eligibility.
- 1.18.4.d. Whenever possible any eligibility inspection should be by two of the three BTCC technical personnel listed above. They will then be considered as Eligibility Judges of Fact.
- 1.18.5. The BTCC Clerk - Shall be the Clerk of the Course of the Championship and shall have and exercise all the rights, powers and duties of a Clerk of the Course specified in the General Regulations of MSA and of the BTCC Clerk in these Sporting Regulations (as amended from time to time).
- 1.18.6. Championship Stewards - Have the rights, powers and duties specified in the General Regulations of MSA. The Championship Stewards shall exercise their function by sitting as a panel.
- 1.18.7. The BTCC Doctor - Shall be the sole nominated medical delegate for the Championship and shall work in conjunction with the Chief Medical Officer at each circuit.
- 1.18.8. The BTCC Stewards - Shall exercise all of the functions of the Stewards of the Meeting specified in the General Regulations of the MSA (as amended by these Sporting Regulations) and all of the additional duties and powers specified in these Sporting Regulations. Shall exercise their judicial function by sitting as a panel with three of the persons named in Sporting Regulation 1.2.6. present and one of the MSA Appointed Stewards being Chairman of that panel. In the event of the absence of a BTCC Steward a replacement may be co-opted to act.

2. SPORTING REGULATIONS: JUDICIAL PROCEDURES

2.1. In accordance with Section C of the 2017 MSA Yearbook as amended by these Sporting Regulations in accordance with MSA General Regulations C2.2. and C2.2.1.

2.2. Endorsement of Drivers' Licences:

2.2.1. Should a driver be attributed a total of eight or more penalty points by the BTCC Clerk and/or the BTCC Stewards during the current Championship, the BTCC Clerk may deduct up to a maximum of 8 Championship points from the total score of that driver even if this results in a minus score. In addition, the BTCC Clerk will refer the matter to the Administrator who may impose any of the additional Championship penalties set out in 4.4.

Should a driver subsequently be attributed a total of 12 or more penalty points by the BTCC Clerk and/or the BTCC Stewards during the current Championship, the BTCC Clerk may deduct up to a maximum of 23 Championship points from the total score of that driver even if this results in a minus score. In addition, the BTCC Clerk will refer the matter to the Administrator who may impose any of the additional Championship penalties set out in 4.4.

The deduction of Championship points in this way will only apply to the Drivers' Championship, the Independents Trophy for Drivers Championship and will not apply to the Manufacturers/Constructors or Teams Championship or Independents Teams Championship.

2.3. Any Appeal against the decision of the BTCC Clerk will be heard by the BTCC Stewards. Any Appeal against the decision of the BTCC Stewards and/or the Administrator shall be to the MSC National Court in accordance with the procedures set out in the General Regulations of the MSA C7.1.

3. SPORTING REGULATIONS: CHAMPIONSHIP RACE MEETINGS & RACE PROCEDURES**3.1. Entries:**

3.1.1. The BTCC Entry Form is contained within these regulations.

3.1.2. Competitors are responsible for forwarding to the Co-ordinator their correct and complete entries prior to 12 noon on Friday, February 24th, 2017.

3.1.3. The entry fees for all Rounds are included in the Driver Registration Fee.

3.2. Briefings:

3.2.1. Drivers and team managers (or other appropriate nominated team representatives) will be required to attend a Drivers Briefing in the Championship Race Centre at 09.00hrs on the Official Qualifying day unless advised otherwise prior to the Meeting. Failure to attend may result in a fine a minimum of £150 being imposed by the BTCC Clerk.

3.3. Free Practice and Qualification:**Free Practice:**

3.3.1.a. Two Free Practice sessions each of 40 minutes' duration will be scheduled prior to the Official Qualifying session at each Meeting.

3.3.1.b. These Free sessions will be timed for information purposes only. Should a session be disrupted, the BTCC Clerk will not be obliged to resume the session. All BTCC Regulations will apply to all Free Practice sessions.

Official Qualifying:

3.3.2. One Official Qualifying session of 30 minutes duration will be scheduled at each Meeting for BTCC competitors.

3.3.3. The times achieved in the Official BTCC Qualifying session will be used to set the grid for the First Race of the Meeting in accordance with Sporting Regulation 3.4.

3.3.4. Should any Official Qualifying session be disrupted, where possible the BTCC Clerk will resume the session to achieve the Championship criteria.

3.3.5. If, in the opinion of the BTCC Clerk, a stoppage during any Official Qualifying is caused deliberately or by driving in a manner not compatible with general safety by any driver and/or entrant then the driver(s) concerned may have his/her times from that session cancelled and/or may be refused further participation in that Official Qualifying session.

- 3.3.6. Each driver should complete a minimum of three laps in the Official Qualifying session in the car to be raced in order to qualify for selection and order of precedence as set out in the MSA General Regulations. The BTCC Clerk shall have the right to exclude any driver whose Qualifying times or driving are considered to be unsatisfactory - as per MSA General Regulation Q4.5.

However, with the approval of the BTCC Stewards, it may not be necessary to complete three laps of Official Qualifying to qualify for the Races, provided that a competitor has satisfactorily completed 3 laps in an Official BTCC test day in that season and in a similar car at that circuit prior to the Meeting or has satisfactorily completed 3 laps in a Free Practice session at the Meeting in their BTCC car to be raced at the Meeting or has competed at that circuit in a similar car within the previous 12 months.

- 3.3.7. Any car not returning to the Pits under its own power during an Official Qualifying session may only be allowed to participate further in that session at the sole discretion of the BTCC Clerk.
- 3.3.8. All cars selected must proceed to the designated weighing area for technical and/or safety checks.
- 3.3.9 Unless CR 1.11.6 applies, any driver who is on a “quick lap” in either free practice or Qualifying should indicate the fact by turning on the car’s headlights. These lights should then be turned off immediately the lap is completed. Failure to do so may result in a fine and/or alternative penalty.

3.4. The Grid:

- 3.4.1.a. The starting grid for the First Race of each Meeting will be published as soon as possible after the completion of the BTCC Official Qualifying session. The grid will be formed in order of qualification in accordance with Sporting Regulation 3.4.2 up to the maximum number of starters permitted by the MSA Circuit Licence for that venue.

The starting grid for the Second Race of each Meeting will be published as soon as possible after the completion of the First Race. The grid will be formed from the finishing order of the First Race, as published by the official timekeepers as authorised by the BTCC Clerk subject to any judicial action in respect of any Sporting or Technical issue, up to the maximum number of starters permitted by the MSA Circuit Licence for that venue. Competitors not classified as finishers in the First Race will be placed on the starting grid for the Second Race after the last classified competitor according to the number of laps covered.

The Starting Grid for the Third Race of each Meeting will be published as soon as possible after the completion of the Second Race. The grid will be formed by the finishing order in the Second Race, as published by the official timekeepers as authorised by the BTCC Clerk subject to any judicial action in respect of any Sporting or Technical issue, up to the maximum number of starters permitted by the MSA Circuit Licence for that venue. Any number between, and including, the first six and ten finishers from the Second Race shall have their grid positions for the Third Race reversed, with the number to be picked at random by someone nominated by the Administrator as soon as practical after the finish of that Race. All other classified finishers will be allocated grid positions in accordance with their finishing order from the Second Race. Competitors not classified as finishers in the Second Race will be placed on the starting grid for the Third Race after the last classified competitor according to the number of laps covered.

- 3.4.1.b. Any competitor who withdraws from a Race must inform the BTCC Clerk accordingly at the earliest opportunity and, in any event, no later than 30 minutes before the start of the Race. If one or more cars are withdrawn the grid may be closed up accordingly if sufficient time is allowed to do so. Withdrawn competitors may be replaced by reserves in accordance with the Regulations.
- 3.4.2 Should two or more drivers have set identical times, priority will be given to the driver who set it at the earliest point in the Official Qualifying session.

Should a driver not have set a Qualifying time he/she may start the First Race from the back of the grid, behind all drivers who have set a Qualifying time, without the addition of a time delay, subject to meeting the requirements of Sporting Regulation 3.3.6. If more than one competitor so qualifies, then they shall be allocated places on the back of the grid in accordance with the fastest time recorded in the Free Practice sessions on practice day morning at that Race Meeting (i.e. fastest first etc.).

For the avoidance of doubt, a driver that takes part in a Qualifying session and whose times are excluded should take a grid position at the back of the grid but ahead of a driver who does not take part in that session.

- 3.4.3. The grid formation will be at the discretion of the BTCC Clerk within the MSA Track Licence permit.
- 3.4.4. Where, through force majeure, it is not possible to hold an Official Qualifying session the grid for those rounds will be formed as per the grid from the corresponding round at the previous Meeting or by drawing lots where this criteria can not be achieved.

3.5. Starts:**3.5.1. General:**

- 3.5.1.a. The Pit Lane will open by signal of a waved green flag and an audible signal, and will remain open for a period of 3 minutes, whereupon drivers must exit the Pit Lane and go straight to their grid positions.
- 3.5.1.b. After completion of the countdown sequence, competitors will undertake two Green Flag Laps at all circuits where the track distance is less than 1.5 miles (Brands Hatch Indy and Knockhill). At all other circuits, competitors will only undertake one green flag lap.
- 3.5.1.c. Any cars removed from the grid after the Pit Lane is closed and before the Green Flag Lap(s) shall be held in the Pit Lane to be started at the rear of the entire grid after the last car has passed the Pit Lane Exit at the start of the first or second Green Flag Lap(s). Other starters after this point will be held in the Pit Lane for release after the last car has passed the Pit Lane Exit after the start of the Race.
- 3.5.1.d. Any cars driven into the Pits on the Green Flag Lap(s), shall be held in the Pit Lane and may start the Race after the last car to take the start from the grid has passed the Pit Lane Exit and shall do so under the instruction of the Pit Lane marshals.
- 3.5.1.e. Any drivers unable to start the Green Flag Lap(s) or the start of the Race are required to indicate their situation by signalling to the Start Line marshals and may be push started. Any drivers unable to maintain grid positions on the Green Flag Lap(s) to the extent that ALL other cars are ahead of them, may complete the Green Flag Lap(s) but MUST remain at the rear of the last row of the entire grid and behind any other competitors to be started with a time delay.
- 3.5.1.f. Excessive weaving to warm-up tyres using more than 50% of the track width and falling back or stopping in order to accelerate and practice starts, is prohibited.
- 3.5.1.g. The start procedure and/or countdown procedure may be varied to accommodate commercial demands and competitors will be informed of the changes at the Drivers Briefing and/or through the issuing of a Bulletin and/or via the timing screens where possible.
- 3.5.1.h. Competitors and team personnel are not permitted to alter the condition of the track surface other than within their designated Pit Area except for the removal of loose impediments by hand, such as rubber, stones, etc.
- 3.5.1.i. Only easily portable hand held equipment is permitted on the grid. It is not permitted to take tyre trolleys on the grid. Competitors must remove any equipment from the grid when directed to do so by a BTCC Official.
- 3.5.1.j. It is not permitted to move tyre trolleys into the "Fast Lane" until the Safety Car and Medical Car have left the Pit Lane to make their way to the Grid. Tyre trolleys must not impede any car's departure from its pit bay nor may be positioned beyond the Pit Lane Speed Limit entry and exit lines.
- 3.5.1.k. In addition to personnel with BTCC Pit Lane access, unless notified otherwise a maximum of 20 non-essential personnel per car (e.g. those without BTCC Pit Lane access) will be permitted on the grid. This number may be reduced at circuits with restrictive access to and from the Grid. The non-essential personnel must remain to the sides and clear of the grid until the last car has stopped in its grid position.

3.5.2. Races:

- 3.5.2.a. The Pit Lane will be closed at the 9 minutes (unless otherwise notified in a Championship Bulletin) to start of the Green Flag Lap(s) signal and any competitors who have not left to join the grid will be held in the Pit Lane to be started in accordance with Sporting Regulation 3.5.1.c.
- 3.5.2.b. The countdown procedures/audible warnings sequence shown in minutes to the start of the Green Flag Lap(s) shall be (unless otherwise notified in a Championship Bulletin):

Activity / Warning	Timing
Pit Lane Open for 3 minutes / Audible & Visible	TBC (usually 12 mins)
Pit Lane Closing in 1 minute / Audible & Visible	TBC (usually 10 mins)
Pit Lane Closed / Audible & Visible	TBC (usually 9 mins)
Clear grid of all non-team personnel (but not Grid Girls) and major equipment/ Audible & Visible	5 minutes
All tyre/wheel changes must be completed. Remaining equipment and Grid Girls to leave the grid./ Audible & Visible	3 minutes
Clear grid of all except Officials and one team member per car. / Audible & Visible	2 minutes
Start engines / Audible & Visible	1 minute
Clear grid completely / Start of green flag lap(s) in 30 seconds / Audible & Visible	30 seconds

As soon as all cars are in position at the end of the Green Flag Lap(s), the 5 second board will be displayed. 5 seconds after that board is withdrawn the red lights will be switched on and between 2 and 7 seconds later the lights will be switched off to signal the start of the Race.

3.5.3. Start Delayed Procedure:

3.5.3.a. If the Starter deems it necessary to abort the start, he will display a "Start Delayed" board. The countdown procedure will commence again from a minimum of the:

3 minute signal - if the Green Flag Lap(s) have not been completed

3.5.3.b. When the Green Flag Lap(s) have been completed and either the Starter or Clerk of Course decides a delayed start is necessary, the standard procedure will be:

'Start Delayed' board will be displayed by the starter, who will usually wave the cars off on another green-flag lap.

When the cars arrive back on their grid positions, the normal start procedure will apply (i.e. the 5 sec board and then start). Any empty grid positions cannot be filled.

The Race distance will be reduced by one lap for each extra green flag lap that is undertaken.

When the Clerk of Course notifies the teams of a "Start Delayed" situation, the above procedure will automatically apply unless otherwise notified.

3.5.3.c. If the delay was caused by a problem with a car on the grid, it will be pushed off the grid whilst the field is on this green flag lap. If the driver can (quickly and easily) start the stalled car whilst being initially pushed off the grid, then he may rejoin at the rear of the field - providing that he can rejoin at the rear of the field during the green flag lap, stop at the final grid position and take the Race start at the same time as all other cars. Otherwise he must enter the Pit Lane and start the Race from there.

3.5.3.d. If the car is pushed into the Pit Lane then he may join the Race from the Pit Lane, only after all cars have passed the Pit-Lane exit on the Race start. If the car cannot be, or is not, pushed into the Pit Lane then the car will be pushed to a place of safety and the driver must exit the vehicle when directed to do so by the marshals.

3.5.3.e. If there is a starting lights failure, a flag may be used to start the Race and all drivers will be notified accordingly by the BTCC Officials under the direction of the BTCC Clerk.

3.6. False Starts / Grid Infringements:

3.6.1. The BTCC Clerk may use any video or electronic means to assist him in reaching a decision regarding false starts. The BTCC Clerk may overrule BTCC Officials and judges of fact regarding false starts. For the purposes of this Regulation, BTCC Officials will be deemed to be Judges of Fact for all Races.

3.6.2. Competitors adjudged to have made a false start will be penalised by the BTCC Clerk by means of a Drive Through penalty. Notification of this will be by way of communication from a BTCC Official and/or via the timing screens.

3.6.3. Competitors adjudged to have had team personnel on the grid after the 30 second warning will be penalised by means of a Drive-Through penalty. Notification of this will be by way of communication from a BTCC Official and/or via the timing screens.

3.7. Pits & Pit Lane:

3.7.1. Pits: Entrants must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times. Competitors must not paint lines or marks on any part of the Pit Lane. Only tape approved by the Administrator may be used to mark the Pit Lane for Pit Stop purposes and this must be removed at the end of the Meeting.

3.7.2. The Pit Lane Speed Limit during each Meeting and Official Test Day at all times is 30 mph (48 kph) with the exception of Meetings and Official Test Days at Brands Hatch, Donington Park, Rockingham and Silverstone, where it is 40mph (64kph) unless otherwise notified by way of a Bulletin.

Competitors must use the mandatory ECU Pit Lane speed control during all Races whilst within the Pit Lane Speed Limit zone.

The Pit Lane will be marked by Pit Entry and Pit Exit boards and the published speed limit will apply between these two marked points. The use of radar/speed guns of any type in the Pit Lane is prohibited except for the official BTCC radar gun that will be operated by a Judge of Fact.

Failure to comply with the speed limit may result in the imposition of the following penalties:

Free Practice Sessions – a fine of a minimum of £500.

Official Qualifying Session - a fine of a minimum of £500 and/or the loss of times from the Official Qualifying session.

Races - a Drive Through Penalty for the first offence, exclusion from the Race results for any subsequent offence plus a fine of a minimum of £500 and a competitor may be subject to further judicial action.

Harsh acceleration or deceleration, as judged by BTCC Officials, is not permitted within the pit lane at any time during free practice sessions and qualifying sessions or when leaving the weighing area. Failure to comply with this regulation will be treated in the same way as failure to comply with the pit lane speed limit.

- 3.7.3 For the avoidance of doubt and for description purposes, the Pit Lane shall be divided into two lanes. The lane closest to the Pit Wall is designated the “fast lane”, and the lane closest to the garages is designated the “inner lane”. The inner lane is the only area where any work can be carried out on a car within the Pit Lane.
- 3.7.4.a. No equipment may be left in the fast lane.
- 3.7.4.b.i) Prior to and during Official Qualifying sessions and Free Practice sessions a car may enter the fast lane only with that car’s registered competitor sitting in the car behind the steering wheel in his/her normal position even when the car is being pushed by mechanics.
- 3.7.4.b ii) For All Sessions: There must be one Car Controller in the Pit Lane for each car whose only duty must be to control the releasing of their car. He/she must be positioned at the rear corner of the car closest to the fast lane. The Car Controller is responsible for releasing the car and should ensure that there is adequate distance for the car to be released safely in front of any approaching car. Any car in the fast lane has priority. Failure to release the car safely may result in the imposition of any penalty provided for in these Regulations.
- 3.7.5. During the course of any Official Qualifying session, all competing cars with allocated Pit Garages (as allocated by the Co-ordinator prior to or at the Meeting) must remain in the Pit Lane whilst not on the track. All competing cars without allocated Pit Garages (i.e those working from awnings in the Paddock), must remain in the Pit Lane whilst not on the track after entering the Pit Lane for the first time. At no time will any competing car be allowed in their garage nor the Paddock areas until such time as the Official Qualifying session has ended and the car cleared from any post Qualifying scrutineering checks and released from Parc Fermé, except with the express permission of the BTCC Chief Scrutineer and/or the BTCC Technical Commissioner and/or the BTCC Eligibility Scrutineer.
- 3.7.6. If a driver overshoots his/her Pit before stopping, the car may only be pushed back to the Pit when it is safe to do so and so as not to impede any other competitor. Reverse gear may not be used in the Pit Lane at any time.
- 3.7.7. If fuel is stocked in a Pit, the entrant must have at least two fire extinguishers (one powder extinguisher and one water extinguisher) each of 5 kg capacity (or equivalent capacity in litres) available and ensure that they work properly. Furthermore, all fuel stocked in the Pits must be in leak proof containers which have been tested to a pressure of at least 3 atmospheres.
- 3.7.8. People under 16 years of age are not allowed in the Pit Lane, or on the Pit Wall and are only allowed on the Grid provided they are above a minimum height. They must remain to the side of the Grid and stay under the strict supervision of an adult at all times.
- 3.7.9.a. BTCC - Access to the Pit Lane for Free Practice sessions, the Official Qualifying session and Races is by means of appropriate TOCA Passes and TOCA Gold Passes only.
- 3.7.9.b. For All Races: For one or two car teams a maximum of eight personnel per team will only be permitted in the Pit Lane during each Race in order to carry out a Pit Stop for their car(s).
- For three or four car teams eight additional team personnel will be permitted in the Pit Lane to facilitate any Pit Stop for a third or fourth car in a team.

As soon as a competitor has completed his/her Pit Stop, all equipment and personnel must be removed from their Pit area and equipment stored in their allocated garage area or in the case of those not allocated a Pit Garage equipment must be stored in the space designated to them within the Pit Lane. The Pit Lane is defined as the hard standing area in front of the entrance door to the Pit Garages.

- 3.7.9.c. For All Races: The permitted personnel (other than Officials) in the Pit Lane must include:
- One Car Controller whose only duty must be to control the stopping and releasing of their car and who is not permitted to touch the car. He/she must be positioned at the front of the car to control the stopping of the car and the rear corner of the car closest to the fast lane when releasing the car. The Car Controller is responsible for releasing the car after its Pit Stop and should ensure that there is adequate distance for the car to be released safely in front of any approaching car. Any car in the fast lane has priority. Failure to release the car safely may result in the imposition of a Drive Through Penalty and/or any other penalty provided for in these Regulations.
- One Air Jack Operator to operate the air jack.
- For Pit Stops requiring wheels/tyres to be changed: A maximum of two Pit crew per side of each car shall be permitted to undertake any wheel/tyre changes.
- 3.7.9.d. For All Races: A maximum of three personnel per car wearing TOCA issued Pit Wall Identification passes will be permitted in the Pit Wall Area during each Race, in addition to TOCA Gold Card Pass holders. During each Race only team members with this accreditation may traverse the Pit Lane.
- 3.7.9.e. For All Races, team personnel who wish to celebrate on the Pit Wall as their car takes the chequered flag may do so only on the final lap of the Race.
- 3.7.10. The following Pit Lane parking procedure is mandatory:
- Prior to the start of the following sessions, all cars must be in position (as stated below) in the Pit Lane unless permission has been granted by a BTCC Official not to do so:
Free Practice Sessions, Official Qualifying Sessions and Pit Lane Opening for all Races – Angle parking in formation nose out towards the Pit Lane.
- During Free Practice Sessions, Official Qualifying and all Races, all cars must be angle parked nose in towards the Pit Garage (at Knockhill, nose-in within the Pit Bay)
- Drivers of competing cars must use their best endeavours not to enter, exit, drive through or traverse a Pit Bay or area occupied by (or allocated to) another team at any time during all Meetings and BTCC Test Days.
- 3.7.11. For All Races: If, in the opinion of the BTCC Officials, any team (whether inadvertently or not) positions equipment (including the race car) or personnel so as to create a hazard or disruption or interference with the activities of another competitor or Official, one or more of the drivers of such team may be subject to a Drive Through Penalty or a Time Penalty or exclusion from the Race.
- 3.7.12. For All Races: All air bottles, air lines, air hoses and wheel changing equipment must be confined to the teams designated Pit Stop area at all times which is the only area in which Pit Stops may be undertaken. Individual air bottles must be used and they must only be positioned in the Pit Lane in accordance with 3.7.11., and must not impede or obstruct any other competitors' Pit Stop. For the avoidance of doubt, airline gantries are prohibited.
- 3.7.13. For All Races: All cars must be completely free of all hoses and tools before leaving their designated Pit Area and at no time shall the power driven wheels be driven over any hose or other equipment in the Pit Area. Failure to comply may result in a Drive Through Penalty or Time Penalty and/or other penalty being imposed.
- 3.7.14. In Free Practice sessions, Official Qualifying sessions and Races drivers leaving the Pit Lane will do so at their own responsibility. However, a marshal with a blue flag will warn of cars approaching on the track.
- 3.7.15. For All Races: If a car officially retires in the Pits, it must be immediately pushed into its allocated Pit Garage or a Parc Fermé Area or other area as directed by BTCC Officials and this will be deemed to be notification of the withdrawal of that car from the Race.
- 3.7.16. During the course of any Free Practice session, Official Qualifying session and/or Race BTCC Officials may order that a competitors car be moved so as not to cause an obstruction.
- 3.7.17. For the start of all sessions cars will leave the Pit Lane in ascending Pit Bay order or only as otherwise directed to do so by a BTCC Official unless otherwise notified by Championship Bulletin. No car is permitted to leave its designated Pit/Garage area until the Pit Lane is officially opened unless directed to do so by a BTCC Official. At Session Restarts, when the Pit Lane is officially opened cars may leave the Pit Lane at any time but may not overtake any car exiting under their own power. Failure to comply with this Regulation may result in a penalty of adding four grid places to the driver's start position for the next available Race where the full penalty can be taken.

- 3.7.18. For All Races: Multi-car teams are permitted to bring in to the Pits all cars at the same time. However, Teams with two cars are not permitted to carry out a Pit Stop on both cars at the same time. Teams with three or more cars may only carry out Pit Stops on two cars at the same time and prior to the first Race of a Meeting the Administrator will notify those teams as to which cars can be worked on at the same time.
- 3.7.19 Garage doors into the Pit Lane should be open throughout every BTCC track activity and pre-organised Pit Walk, unless approval has been given by a BTCC Official for a door to be closed. At all other times garage doors into the paddock must be kept open.
- 3.8. Stopping of Free Practice, Official Qualifying Session or Race:**
- 3.8.1.a. Should the need arise to stop Free Practice or Official Qualification, RED lights will be switched on at the Start Line and RED flags will be displayed at the Start Line and waved at all Marshals Signalling Posts around the track. This is the signal for all drivers to immediately cease driving at racing speed and proceed slowly, without overtaking, and with maximum caution to the Pit Lane, and being prepared to stop should the track be blocked. The BTCC Clerk may request the BTCC Doctor to proceed onto the track in the BTCC Medical Car, stopping if necessary at any incident.
- 3.8.1.b. Any car unable to return to the Pits under its own power and/or who has caused a stoppage to a practice or qualifying session or Race, may not be permitted to take further part in that session or Race.
- Clarification from the BTCC Clerk issued by Championship Bulletin: Should a car receive mechanical assistance to return to the Pits that car will not be permitted to continue in the Session. Cars that return to the Pits after being pushed by Marshals will be permitted to continue in the Session.*
- 3.8.1.c. Should a Qualifying Session be stopped within the last five minutes then, providing the BTCC Clerk considers it is practical to do so, the session may be restarted with five minutes to go. If there is another stoppage within the reset 5 minutes the clock will not be reset a second time.
- 3.8.2. Should the need arise to stop a Race, RED lights will be switched on at the Start Line and Red flags will be displayed at the Start Line and at all Marshals Signalling Posts around the Circuit. This is the signal for all drivers to cease driving at racing speeds, to slow to a safe and reasonable pace and to return to the Starting Grid area which will automatically become a Parc Ferme area.
- 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.
- The BTCC Clerk may request the BTCC Doctor to proceed onto the track in the BTCC Medical Car, stopping if necessary at any incident.
- 3.8.2.a. Case A – Less than two laps completed by the Race leader.
- The Race will be null and void. The Race will restart from the original grid positions. Competitors unable to take the restart may be replaced by reserves who will start from the back of the grid in reserve order. Gaps on the grid should not be closed up. The length of the restarted Race will be determined by the BTCC Clerk.
- 3.8.2.b. Case B – More than two laps completed by the Race leader but less than 75%.
- The Race will restart from a grid set out by the finishing order of part one (as per MSA General Regulation Q5.4.2). The result of the Race will be the finishing order at the end of part two. The length of the restarted Race will be determined by the BTCC Clerk.
- 3.8.2.c. If the Race leader has completed more than 75% of the Race distance, it shall not be restarted and the results will be declared in accordance with MSA General Regulation Q5.4.3, unless the BTCC Clerk, in consultation with the Stewards deem it appropriate to restart the race.
- 3.8.2.d. If the Race leader has completed less than 75% of the Race distance it may not be restarted and the results may be declared null and void at the discretion of the BTCC Clerk after consultation with the Administrator.
- 3.8.2.e. Incidents occurring during the discounted part of a Race (as per Sporting Regulations 3.8.2.a. and 3.8.2.b) will be dealt with in accordance with the Regulations.
- 3.8.2.f. In the event of a Race being stopped, no team personnel are permitted on the grid until authorised to do so by a BTCC Official.
- 3.9. Incidents/Re-Scrutiny:**
- 3.9.1. All vehicles reported involved in contact incidents during Free Practice, Official Qualifying or Races must be re-presented to the BTCC Chief Scrutineer and/or the BTCC Technical Commissioner and/or the BTCC Eligibility Scrutineer if directed by the BTCC Clerk before continuing in the Meeting.

- 3.9.2. If a driver is involved in a collision or incident he/she must not leave the circuit, except if medically evacuated, without the consent of the BTCC Clerk. Relevant competitors must remain available at a Meeting until any protest period relating to their event has elapsed, failing which, any judicial action against or relating to that competitor may be heard in their absence.
- 3.9.3. Any driver involved in a collision resulting in the withdrawal of his/her car from a BTCC test session, Free Practice, Official Qualifying or a Race must be passed as medically fit by the BTCC Doctor or a doctor appointed by him before leaving the circuit or taking part in any further track activity.
- 3.9.4. Competitors' cars may not be removed from the Paddock during a Meeting after scrutineering except:-
- 3.9.4.a. For the purpose of competing in the Rounds comprised in the Meeting or
- 3.9.4.b. With the prior written permission of the BTCC Chief Scrutineer and/or BTCC Technical Commissioner and/or the BTCC Eligibility Scrutineer. The BTCC Clerk must be informed of any such permission. The BTCC Chief Scrutineer and/or BTCC Technical Commissioner and/or the BTCC Eligibility Scrutineer may require competitors' cars to be re-scrutineered at any time.
- 3.9.5. Any competitor, team or manufacturer/constructor who fails to comply with Sporting Regulation 3.9. may be excluded from the results by the BTCC Clerk and in addition may be penalised by the imposition of any one or more of the penalties set out in Sporting Regulation 4.
- 3.10. Race Finishes:**
- 3.10.1. The end of Race signal will be given as soon as the leading car has covered the full Race distance by crossing the Start/Finish Line on the track and not in the Pit Lane.
- 3.10.2. Should for any reason (other than under Sporting Regulations 3.8.2.a. and 3.8.2.b.) the end of Race signal be given before the leading car completes the scheduled number of laps, the Race will be deemed to have finished when the leading car crossed the Finish Line (not in the Pit Lane) before the signal was given. Should the end of Race signal be delayed for any reason, the Race will be deemed to have finished when it should have finished.
- 3.10.3.a. After receiving the end of Race signal, drivers are required to progressively and safely slow down and are not permitted to overtake any other competitors. Drivers must comply with any directions given by marshals or Officials, and to keep their helmets on and harnesses fastened while on the track or in the Pit Lane. All cars must proceed from the track directly to the designated Parc Fermé Area without stopping and without any assistance (except that of the marshals, if necessary). Parc Fermé Regulations will apply in the area between the Finish Line and the Parc Fermé entrance. Any car which cannot reach the Parc Fermé Area under its own power will be placed under the exclusive control of the marshals who may take the car to the Parc Fermé Area.
- 3.10.3.b. All classified finishers in the First and Second Races at each Meeting will remain in Parc Fermé in the Pit Lane (unless specified to the contrary at the Drivers Briefing) for a period of 10 minutes after the chequered flag has been shown to signal the end of that Race. No work during this period on any classified finishers in the Pits is permitted.
- 3.10.3.c. Competitors finishing first, second and third and any other car(s) selected at random by the BTCC Chief Scrutineer must proceed immediately to the designated Parc Fermé Area or ride height/weight check area as directed by BTCC Officials without stopping at their Pit.
- 3.10.4. Following each Race the following personnel must attend the prize giving ceremony on the podium and abide by the recognised podium procedure:
- Drivers finishing 1st, 2nd and 3rd
The Driver finishing 1st in the Independents' Trophy for Drivers
A representative of the winning manufacturer/constructor
A representative of the team that scores the most points during the Meeting (as defined in the Teams Championship) - Third Race only
The Driver finishing 1st in the Jack Sears Trophy - Third Race only
- 3.10.5. Only cars which have covered at least 90% of the distance covered by the winner in their category and which cross the finishing line on the track but not in the Pit Lane under their own power will be classified as finishers. The BTCC Clerk may classify a car not meeting this criteria in exceptional circumstances.
- 3.11. Results:**
- 3.11.1. All Practice Timesheets, Grids, Race Results are deemed provisional until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures.

3.12. Adverse Weather Conditions:

- 3.12.1. The onus rests on the competitor to ensure that his/her car is using the tyres best suited to the conditions prevalent at the time.
- 3.12.2. If the BTCC Clerk decides that weather conditions have deteriorated significantly since Official Qualifying, cars will be permitted two reconnaissance laps, with no overtaking, before the start or restart of the Race. Unless otherwise advised, following the opening of the Pit Lane, cars will form a queue at the Pit Lane Exit and will be held by a Pit Lane Official until released en masse once formed or at the latest at the 9 minute signal for the two laps to the grid and the Pit Lane Exit will be closed. The normal start procedure will then follow with the 9 minute board being shown when the first car arrives at the grid.
- The BTCC Clerk may instruct that non-essential team personnel do not have access to the grid through time constraints.
- 3.12.3. Should the BTCC Clerk decide that weather conditions have deteriorated significantly whilst cars are in the starting grid countdown sequence and all cars are on slick tyres then the Start Delayed board may be displayed and competitors may change onto grooved tyres in accordance with these Regulations. The countdown procedure will commence immediately as per Sporting Regulation 3.5.2.b., unless otherwise advised from the 9 minute signal but with two laps to the grid regardless of track length. The Pit Lane will remain closed and any car in the Pit Lane at that point may rejoin the track in accordance with Sporting Regulation 3.5.1.c.
- 3.12.4. If conditions deteriorate and cars remain on slick tyres, and if reports are received indicating that as a result driver(s) are not in full control of their vehicles, then the BTCC Clerk reserves the right to display to the driver(s) concerned the Black/White suspect driving flag or even the Black flag requiring the driver(s) concerned to Pit and report to him. In such circumstances the driver could be reported for judicial action, which could result in the imposition of any one or more of the penalties set out in Sporting Regulations 4.2 and 4.4.

3.13. Safety Car:

- 3.13.1. The Safety Car will be brought into operation (in accordance with MSA General Regulations Section Q, Appendix 2) to neutralise a Race upon the sole decision of the BTCC Clerk. The Safety Car will be driven by an experienced circuit driver (in accordance with General Regulation G5.2.17.) and will carry an Observer capable of recognising all competing cars and who is in permanent radio contact with race control.
- 3.13.2. It is anticipated that in most cases the Safety Car, yellow/amber lights illuminated, will join and exit the circuit from the Pit Lane and the Safety Car boards will be shown initially from the startline. If for safety reasons these procedures are to be varied specific written instructions and verbal briefings will be given at the event detailing the exact procedure to be used.
- 3.13.3. On the order from the BTCC Clerk, the Safety Car will join the circuit with its revolving lights on, regardless of where the Race leader is.
- 3.13.4. When the order is given to deploy the Safety Car a waved yellow flag and "SC" board will be displayed at the start/finish line. The waved yellow flags and "SC" boards will flow around the circuit in both directions, as an adjacent post displays both their waved yellow flag and "SC" board. This system may be replaced by a message being simultaneously broadcast to all marshals' posts if such communication system is available.
- 3.13.5. Flashing yellow lights may also be used at the startline and at other points around the circuit.
- 3.13.6. All competing cars, when notified of the Safety Car intervention (by the flag signals, SC boards, or by any other means) will reduce speed and line up behind the Safety Car, no more than 5 car lengths apart, and maintaining the same speed as it. Overtaking or overlapping of any other competing car during a Safety Car intervention is forbidden until the car has passed the Green Flag at the start/finish line. Overtaking of a Safety Car is forbidden unless the particular competitor concerned is signalled to overtake the Safety Car by the Observer in the Safety Car.
- 3.13.7. When ordered to do so by the BTCC Clerk, the Observer in the Safety Car will wave past any cars between the Safety Car and the Race leader. These cars will continue at reduced speed and without overtaking until they reach the line of cars behind the Safety Car.
- 3.13.8. While the Safety Car is in operation competing cars may enter the Pit Lane, but may only rejoin the track when signalled to do so and not when the Safety Car and the line of cars following it are about to pass or are passing the Pit Exit. A car rejoining the track must proceed at an appropriate speed and without overtaking until it reaches the end of the line of cars behind the Safety Car.
- 3.13.9. The Safety Car will remain in operation until at least the majority of competing cars on the circuit are lined up behind it.

- 3.13.10. When the BTCC Clerk calls in the Safety Car it will extinguish the yellow/amber flashing lights prior to exiting the circuit.
- 3.13.11 Following the safety car extinguishing its lights, and prior to passing the green flag, the race leader will dictate the pace and, if necessary, fall more than five car lengths behind the Safety Car. In order to avoid the likelihood of accidents before the safety car returns to the pits, from the point at which the lights on the car are extinguished drivers must proceed at a pace which involves no erratic acceleration or braking nor any other manoeuvre which is likely to endanger other drivers or impede the restart.
- 3.13.12. As the Safety Car is approaching the pit entry, the green flag will be displayed at the start finish line and the SC board withdrawn. Following this display of the start signal yellow flags and SC boards at the marshals posts will be withdrawn and be replaced with a waved green flag for one lap. The waved green flag will flow around the circuit in both directions, as an adjacent post displays their waved green flag.
- This system may be supplemented by a message being simultaneously broadcast to all marshals' posts if such a communication system is available. Overtaking remains strictly forbidden until the start signal at the start/finish line is passed
- 3.13.13 After the first three laps of a Safety Car intervention, each further lap covered while the Safety Car is in service will be counted as a Race lap.
- 3.13.14. Under certain circumstances the BTCC Clerk may ask the Safety Car to use the pit lane. In this case, and provided its yellow/amber lights remain illuminated, all cars must follow it into the pit lane without overtaking. Any car entering the pit lane under these circumstances may stop at its designated garage area.
- 3.13.15. Should it be necessary to stop a race during a Safety Car deployment the Safety Car, with all competing vehicles following, will pass through the red flag at the start/finish line, complete one further lap at reduced speed and then, once the Safety Car comes to a stop at a position indicated by the Safety Car observer (which will usually be either the grid or Parc Fermé), all competing cars must stop behind it unless otherwise directed.
- 3.13.16. In exceptional circumstances the following may apply:
- 3.13.16.(i) The race may be started behind the Safety Car. In this case (having been positioned at the front of the Grid) its revolving yellow/amber lights will be turned on at the two-minute signal. This is the signal to the Entrants/Drivers that the race will be started behind the Safety Car and it will remain at the front of the grid during the remainder of the countdown. When the Green Flag is shown at the Start/Finish Line, the Safety Car will leave the grid and all cars will follow in single file in grid order no more than 5 (five) car lengths apart. The race will be deemed to have started when the Safety Car leaves the grid and the Green Flag is displayed.
- 3.13.16.(ii) Cars will leave the grid in single file grid order behind the Safety Car under the instruction of the Chief Start/Finish Line Marshal. Cars will remain in single file without overtaking, except that a car that falls behind may regain its grid position if the cars behind it could not avoid passing without unduly delaying the remainder of the field. In this case, Drivers may carefully overtake to re-establish their original starting grid order. If a car falls to the back of the grid, it must remain at the back of the grid.
- 3.13.16.(iii) Any car(s) delayed leaving the grid may not overtake another moving car if stationary after the remainder of the cars had crossed the line. In this case the car(s) shall remain at the back of the grid, in the order they left the grid.
- 3.13.16.(iv) A time penalty or Drive Through Penalty may be imposed on any Driver who, in the opinion of the BTCC Clerk, unnecessarily overtakes another Driver during these laps.
- 3.13.16.(v) The "SC" boards and Yellow Flags will be displayed at Marshals' Signalling Posts around the circuit until the BTCC Clerk withdraws the Safety Car from use in accordance with Regulation 3.13.10, 3.13.11, and 3.13.12.
- 3.13.16.(vi) All laps undertaken in this start procedure will be deemed to be counted as race laps.
- 3.13.17. Any car being driven unnecessarily slowly, erratically or which is deemed potentially dangerous to other drivers at any time whilst the safety car is deployed will be reported to the BTCC Clerk. This will apply whether any such car is being driven on the track, the pit entry or the pit lane.

4. SPORTING REGULATIONS: CHAMPIONSHIP RACE PENALTIES**4.1. Infringement of Technical Regulations:**

- 4.1.1.a. Arising during Qualification or from Post Qualifying Scrutineering - Penalty: Forfeit a Qualifying time or Qualifying times from that session unless the BTCC Clerk decides that there are exceptional circumstances not to do so.
- 4.1.1.b. Arising from Post Race Scrutineering - Penalty: Be excluded from that Race unless the BTCC Clerk decides that there are exceptional circumstances not to do so.
- 4.1.1.c. Arising from Post Meeting Scrutineering - Penalty: Be excluded from the Meeting unless the BTCC Clerk decides that there are exceptional circumstances not to do so.
- 4.1.1.d. For infringements of Sporting Regulations 1.10., 1.13., 1.16., 4.1.1.a., 4.1.1.b., 4.1.1.c. or 5 deemed to be of a more serious nature the BTCC Clerk and/or the BTCC Stewards may impose a Fine and/or the following penalty in addition to the penalties in Sporting Regulations 4.1.1.a., 4.1.1.b. or 4.1.1.c. above:
- Forfeit up to a total number of points equal to those obtained from two first places, even if this penalty results in a minus total of points.
- 4.1.1.d.(i) For sealed engines that are found to not comply with the Regulations during any inspection by the BTCC Chief Scrutineer and/or BTCC Technical Commissioner (i.e. post-Race or post-Championship) the following penalty, in addition to the penalties in Sporting Regulations 4.1.1.a., 4.1.1.b, or 4.1.1.c above, will apply:
- Forfeit of up to the total number of points scored while using that non-compliant engine up to the date of the inspection, even if that results in a zero points score for the Championship.
- 4.1.1.e. MSA General Regulation C3.1.1. shall not apply to this Championship and shall be replaced by the following Regulation:
- Should the BTCC Chief Scrutineer and/or BTCC Technical Commissioner and/or the BTCC Eligibility Scrutineer be of the opinion that the vehicle/component is not eligible this will be reported to the BTCC Clerk who, after giving the parties the opportunity to be heard, may exclude the competitor and/or team and/or manufacturer/constructor from the results unless the BTCC Clerk decides beyond reasonable doubt that the only reason that has rendered the vehicle/component ineligible is that the vehicle/component has suffered significant (non self-inflicted) accident damage on the track during the course of that Race or has suffered a (non self-inflicted) punctured tyre during the course of that Qualifying session or Race and which is proven to be the sole cause for such ride-height failure upon the replacement of that tyre with one in the same condition and pressure as the undamaged tyre on the same axle.
- 4.1.1.f. Appeals from the decision of the BTCC Clerk on ride height, weight check, throttle body, restrictor and maximum permitted boost/RPM infringements may be heard by the BTCC Stewards.
- 4.1.1.g. In all other cases appeals on technical matters concerning eligibility will proceed under MSA General Regulation C7.2., to an Eligibility Appeal Panel save that the BTCC Stewards may hear an appeal against a penalty imposed where the infringement of the Technical Regulations is not in dispute.
- 4.1.1.h. Where a vehicle and/or competitor have been found ineligible for competition in accordance with judicial procedures in any event, Meeting or activity of the Championship then the Administrator may, on consideration of the report of the BTCC Clerk and any report available from the BTCC Stewards or other appellate tribunal, impose upon the competitor and/or the team and/or the manufacturer/constructor and/or any team member any of the additional Championship penalties set out in Sporting Regulation 4.4.4.

4.2. Infringement of Non-Technical Regulations:

- 4.2.1. Should the BTCC Clerk and/or the BTCC Stewards find any driver is in breach of non technical regulations or driving standards then the BTCC Clerk and/or the BTCC Stewards may impose any of the penalties specified in the General Regulations of the MSA and in addition may impose (or may decide to suspend the immediate imposition thereof) the following penalties:
- i) a penalty of adding up to ten grid places to that driver's start position for the next available Race where the full penalty can be taken.

and/or
 - ii) a penalty of forfeiture of any prize money applicable to that driver's finishing position in the Race where the driver is found to be in breach of non technical regulations or driving standards and / or a penalty of forfeiture of a proportion of any prize money applicable to that driver's overall finishing position over a Championship Meeting.

And in addition the BTCC Clerk and/or the BTCC Stewards may impose any of the following Championship penalties:
 - iii) exclude participation of that driver from the first round at the next Meeting of the Championship

and/or may
 - iv) impose a fine against the driver. Future participation in the Championship shall not be permitted until this fine has been paid

and/or may
 - v) forfeit a maximum of 24 Championship points even if this results in a minus total.

and/or may
 - vi) Issue a reprimand, which may include forfeiture of a Qualifying time or times

and/or may
 - vii) impose a time penalty
- 4.2.2.i. If within ten days of an incident it appears from the video footage from the TOCA nominated TV company and/or from any other evidence (not previously presented to the BTCC Clerk and/or the BTCC Stewards) that there may have been a breach of any non-technical regulation, the Administrator will be entitled to require the BTCC Clerk to enquire into the matter notwithstanding that the BTCC Clerk and the BTCC Stewards may or may not have already investigated the incident.
- 4.2.2.ii. The inquiry held by the BTCC Clerk shall take place as soon as reasonably practicable. All relevant parties shall be given notice of the Hearing. They shall be entitled to make submissions and/or to call witnesses but shall state their case in person with the assistance of the team manager nominated on the Driver Registration Form and not through an advocate and they and their witnesses shall be given the opportunity to be heard. In their absence or in the absence of their witnesses judgement may be by default provided that the BTCC Clerk is satisfied that the party concerned has been notified of the time and place of the Hearing.
- 4.2.2.iii. Following the inquiry and in the event that the BTCC Clerk finds that any driver is guilty of not driving in a manner compatible with general safety then the BTCC Clerk may impose any of the penalties referred to in Sporting Regulation 4.2.1.
- 4.2.2.iv. Any appeal from the decision of the BTCC Clerk shall be dealt with according to the General Regulations of the MSA (as amended by these Sporting Regulations). The only grounds for lodging an appeal against the BTCC Stewards will be that a gross miscarriage of justice has occurred or that the penalty imposed is wholly inappropriate to the breach of regulations
- 4.2.3. A Drive Through Penalty or Stop-Go Penalty shall be applied in accordance with the following procedures (in accordance with MSA General Regulation Q12.6.):-
- 4.2.3.a. The BTCC Clerk (or other BTCC Official authorised by him) shall, wherever possible within three racing laps of the infringement, notify the team and shall notify the driver by means of a penalty board showing the car number. The imposition of a Drive Through Penalty or Stop-Go Penalty will be notified to teams via their Pit Lane timing screens (although failure to display this information will not invalidate the procedures above) and/or a BTCC Official.

- 4.2.3.b. After notification of the penalty the driver may cover no more than three racing laps before taking their Drive Through Penalty or Stop-Go Penalty. For a Drive Through Penalty the driver must enter the Pit Lane, obeying the Pit Lane Speed Limit, and drive through the Pit Lane without stopping at his/her Pit and rejoin the Race. For a Stop-Go Penalty the driver must enter the Pit Lane, obeying the Pit Lane Speed Limit, and stop at his designated Pit Area, remain stationary for the prescribed stop-go time which will be monitored by a BTCC Official, then leave the Pit Lane observing the Pit Lane Speed Limit and rejoin the Race. While a car is stationary in the designated position it may not be worked on. However, if the engine stops, it may be started after the penalty period has elapsed.
- It is not permitted for the driver to enter the Pit Lane to take their Drive Through Penalty or Stop-Go Penalty during a Safety Car intervention period which period is deemed to start when the competitor first passes an SC Board on the track but not in the Pit Lane until the competitor concerned passes the Green Flag at the Start/Finish Line on the track.
- 4.2.3.c. Any breach, or failure to comply with this procedure may result in additional penalties, including exclusion, being imposed, which may incur penalty points.
- 4.2.3.d. If an incident for which a Drive Through or Stop-Go Penalty is imposed occurs within 6 laps or less remaining to the finish of the Race, the BTCC Clerk will impose a time penalty of not less than 30 seconds and not more than 1 minute on to the total Race time of the driver.
- 4.2.4. Where in the opinion of the BTCC Clerk any competitor(s), team(s) and/or manufacturer(s)/constructor(s) has gained an unfair advantage (whether inadvertently or not) from a breach of the Regulations either by its own actions or those of another competitor the BTCC Clerk may after giving the parties a right to be heard impose any one or more of the following penalties upon such competitor(s) and/or team(s) and/or manufacturer(s)/constructor(s) in order to remove or otherwise compensate for such advantage:-
- 4.2.4.a. reprimand
- 4.2.4.b. fine: Future participation in the Championship shall not be permitted until this fine is paid
- 4.2.4.c. time penalty
- 4.2.4.d. exclusion from the event or any part thereof
- 4.2.4.e. one or more of the above penalties may be imposed as appropriate
- 4.2.5. If a competitor, manufacturer/constructor or team is found to be in breach of these Regulations the Administrator may impose one or more of the additional Championship penalties set out in Sporting Regulation 4.4.4.
- 4.2.6. The Administrator may appoint a 'Driving Standards Advisor' who is an experienced person to assist or advise the BTCC Clerk of the Course in matters pertaining to driving standards at each event.
- The Driving Standards Advisor shall have no official or judicial role other than to act as an advisor to the BTCC Clerk and/or BTCC Stewards and/or the Administrator, as and when requested, on such matters.
- 4.2.7. The failure to display an infringement notice and/or penalty on the timing screens and/or through any other teams communication system does not invalidate the decision and/or imposition of the penalty.
- 4.3. Protests and Appeals:**
- 4.3.1. All Protests and Appeals must be lodged with the BTCC Clerk.
- 4.3.2. At the discretion of the BTCC Clerk and/or the BTCC Stewards any Protests or Appeals relating to a First Race at a Meeting may be held over until completion of, but take order of precedence over, the Second or Third Race Protests and Appeals, and similarly any Protests or Appeals relating to a Second Race at a Meeting may be held over until completion of, but take order of precedence over, the Third Race Protests and Appeals. The period for making a protest shall be 30 minutes after each Race at a Meeting respectively.
- 4.3.3. The only data permitted in a judicial hearing is that which is obtained by the designated Cosworth data-engineer from data downloaded by him/her from the TOCA approved performance monitoring device (see CR 5.2.6 and the relevant Logger section of the BTCC Technical Manual - www.tocatechnical.co.uk) immediately after the Race or qualifying session in question. Video evidence is only admissible if captured from a BTCC Judicial Camera (see CRs 5.2.6, 6.6.1.c and 6.6.5) or ITV broadcast material.
- 4.3.4. If new evidence is introduced at an appeal hearing then the BTCC Clerk, and/or a person suitably qualified and nominated by the BTCC Clerk, must be called to provide expert opinion on that evidence to the Stewards panel.

4.4. Additional Championship Penalties:

- 4.4.1. These additional Championship penalties are without prejudice to and in addition to the penalties that may be imposed under the Regulations.
- 4.4.2. On consideration of a report and/or a written decision of the BTCC Clerk and/or any report and/or any written decision available from the BTCC Stewards and/or an appellate tribunal where a vehicle and/or competitor and/or team and/or manufacturer/constructor is found to have breached or be in breach of the Regulations by the BTCC Clerk and/or the BTCC Stewards and/or any appellate tribunal, then the Administrator may impose any of the additional Championship penalties set out in Sporting Regulation 4.4.4. upon the competitor and/or the team and/or the manufacturer/constructor and/or team member.
- 4.4.3. Where in the opinion of the Administrator a competitor and/or team and/or manufacturer/constructor and/or team member and/or person associated with any of the above has by act or omission to act or otherwise brought the Championship or any of the Championships referred to in these Regulations into disrepute, irrespective of any action taken under the General Regulations of the MSA, the Administrator will be entitled to require the Championship Stewards to enquire into the matter. Then after enquiring into the matter and giving the parties an opportunity to be heard if the Championship Stewards find the Championship or any of the Championships have been brought into disrepute they will refer the matter to the Administrator who may impose any of the additional Championship penalties set out in Sporting Regulation 4.4.4.
- 4.4.4. The penalties that may be imposed are as follows:
- 4.4.4.a. Reprimand, which may include forfeiture of a Qualifying time or times
- 4.4.4.a.i) Time penalty,
- 4.4.4.b. Fine: Future participation in the Championship shall not be permitted until this fine is paid.
- 4.4.4.c. Exclusion from:
- i.) the Championship or any part thereof and/or
- ii) any of the Championships referred to in the Regulations.
- 4.4.4.d. Forfeiture of Championship points (even if this results in a minus total of points).
- One or more of the above may be imposed as appropriate.
- In addition or in lieu of any such penalty the Administrator may require the competitor and/or team and/or manufacturer/constructor and/or team member to take such steps as may be reasonable to mitigate the damage to the reputation of the Championship.
- 4.4.5. Any driver who has received three reprimands (including verbal and/or written warnings and/or any such penalty as may relate to driving standards at the discretion of the BTCC Clerk) will, on receiving the third reprimand be given the additional penalty of starting the next available race from the rear of the grid and a deduction of three points from their Championship tally in the Drivers Championship and, if applicable, the Independent Drivers Championship.
- On a fourth reprimand the driver will receive a one-race ban to be taken at the next available Race, on the fifth reprimand the driver will start the next available Race from the rear of the grid, and on the sixth reprimand the driver will receive a two-race ban to be taken at the next available Races. Every reprimand from and including the third reprimand will also receive a deduction of three points from their Championship tally in the Drivers Championship and, if applicable, the Independent Drivers Championship. Drivers must carry the appropriate Championship/Success Ballast for the race in which they would normally have started prior to the application of any such penalty.
- 4.4.6. Any driver who, in the opinions of the BTCC Clerk and the Administrator, has failed to exercise an acceptable standard of driving may be excluded from participation in the next available race or races or Championship meeting.
- 4.4.7. Any Appeal against a finding under Sporting Regulation 4.4.3. and/or penalty by the Administrator pursuant to Sporting Regulation 4 shall be to the MSC National Court in accordance with procedures set out in the General Regulations of MSA C6.5.1 to C7.1 and such an Appeal shall be conducted as if it were an Appeal against a decision of the Stewards of a Meeting.

5 TECHNICAL REGULATIONS**5.1 General Description**

All Cars competing in the BTCC must comply in full with the:

- 2017 BTCC Technical Regulations and all relevant sections of the BTCC Technical Database and Manuals at www.tocatechnical.co.uk – to be henceforth referred to as the 'BTCC Technical Manual'.

And:

- The Specific Championship Technical Regulations as detailed below.

5.1.1 The BTCC NGTC Technical Regulations, and BTCC Technical Manual are published in separate documents but form part of these regulations. All relevant sections of the BTCC Technical Manual and technical updates are published and available to view online at www.tocatechnical.co.uk. For log in details please contact the BTCC Chief Scrutineer.

5.1.2 Only Bulletins, clarifications or directives issued through the Co-ordinator, or published by the BTCC Chief Scrutineer via the TOCA Technical website, will be effective in the Championship.

5.1.3 The Administrator may authorise and/or remove and/or modify specific and/or necessary technical waivers at any time during the Championship.

5.1.4 Any applications relating to Homologation must be submitted for approval no later than Friday, March 3rd 2017.

5.1.5 All existing Homologations must be resubmitted using the 2017 Homologation Forms.

5.2 Specific Championship Technical Regulations**5.2.1 Documentation**

5.2.1.1 BTCC Homologation papers must be presented on demand to any BTCC Official.

5.2.1.2 Each competitor is required to lodge the following with the BTCC Chief Scrutineer prior to scrutineering for the first meeting in which they are participating:

MSA Roll Cage Homologation papers for each chassis
The BTCC Safety Declaration

5.2.1.3 Any permitted revisions to the documentation of 5.2.1.2 must be lodged with the BTCC Chief Scrutineer as a condition of continued participation in the Championship.

5.2.1.4 Each team manager must read their Technical Log Book(s) and comply with the directives contained therein and with all Technical Bulletins. The Technical Log Book(s) must be signed by the team manager after each meeting.

5.2.2 Modifications

5.2.2.1 All modifications not allowed by the Technical Regulations are expressly forbidden.

5.2.2.2 In relation to all Technical Regulations the overriding factor is that if it doesn't say you can do it, then you can't - unless expressly permitted.

5.2.3 Measurements

All ground clearance measurements will be made while the Race Car is in racing trim and is stationary on the designated flat surface within the weighing area.

5.2.4 Duty of the competitor

It is the duty of each competitor to satisfy the Scrutineers and the BTCC Clerk and/or the Stewards to the BTCC that his/her Race Car complies with these Technical Regulations in their entirety at all times during a Meeting.

5.2.5 Weight Handicap

The competitor may be required to carry a weight handicap in accordance with Regulations 1.11.1. (all parts). Teams must supply their own ballast weights.

5.2.6 Performance Monitoring Device (incorporating the Judicial Camera)

The TOCA approved performance monitoring device must be installed so as to monitor Engine and Race Car performance.

Details of the specification and installation for this device will be made available to all entrants in the BTCC Technical Manual.

5.2.7 Timing Modules

All competitors must obtain and fit a TOCA approved Electronic Self Identification Module in either the front wheelarch or engine bay where it will have an unobstructed view of the track timing sensors for the purpose of accurate timing. The BTCC Chief Scrutineer will approve the exact location on each Race Car prior to participation in the Championship. These modules must be in place and functioning correctly for all Championship test days, Practice Sessions, Qualifying sessions and Races. It is imperative that these units are working correctly at all times as they are not only used for timing and recognition but also for safety aspects when under safety car or yellow flag situations and live TV graphics. The Official Series Timekeepers carry testing equipment which may be borrowed to help locate problems with wiring etc. if required.

This unit must be supplied with a 12v, 30 milliamp electrical feed to ensure its constant operation.

Competitors may not place electronic timing equipment or beacon(s) anywhere around the circuit. Any such team equipment will be removed and the team will be subject to the appropriate penalty.

5.2.8 Fuel

5.2.8.1 The sole supplier of fuel for the Championship, appointed by TOCA, is Petrochem Carless Ltd. Details of the specification, purchase, distribution, technical queries and all other arrangements concerning this fuel can be obtained from Mike Jardine on land line number 01253 891266 or mobile number 07966 437566 or e-mail mjardine@h-c-s-group.com Orders should be sent to Vital Equipment Ltd on land line number 01981 240326 or e-mail orders@vitalequipment.co.uk. This is the only fuel allowed to be used by competitors during the course of the Championship. Should it be necessary for Carless to manufacture more than one batch of fuel during the season it is not permitted to mix these batches. 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 entrant. No fuel will be available for purchase at the circuits.

5.2.8.2 The use of any specific device, whether on board or not, to decrease the temperature of the fuel below the ambient temperature is forbidden.

5.2.8.3 At all times during a meeting, in addition to the BTCC Officials an official of the nominated fuel supplier appointed by the Administrator will be given free and unrestricted access by all competitors for the purpose of taking fuel samples from Race Cars and/or containers used for refuelling purposes. These fuel samples will be taken in accordance with the procedures set out in D34 of the General Regulations of the MSA. These samples may be analysed and compared with the specified control fuel by qualified personnel using specialised testing equipment provided at the venue. Any discrepancy between these samples will result in the matter being referred immediately for the appropriate judicial action under Regulation 4. The Administrator may disallow the competitor continued participation in the Championship until such time as the matter of any referred discrepancy has been resolved. A competitor must not be in possession of any fuel or any fuel additives in any container at the venue other than Carless Control Fuel (see Regulation 5.2.8.1) and standard commercially available motor vehicle fuels.

5.2.8.4 At least 3 litres of fuel must remain in each competitor's fuel tank at the end of each Qualifying session and Race.

5.2.9 Noise Control

5.2.9.1 All Race Cars must comply with the noise regulations at all times. Failure to comply during or at the end of any Qualifying session or Race is an infringement of Technical Regulations.

5.2.10 Pit Equipment

5.2.10.1 With regard to equipment used to facilitate Pit Stops, the BTCC Chief Scrutineer and/or BTCC Technical Commissioner has the right to reject and/or enforce modification of any of the equipment at their discretion.

5.2.11 **On-board Electronic Devices**

5.2.11.1 Cars are only permitted to carry the electronic devices listed in the BTCC Technical Manual.

5.2.11.2 TOCA reserves the right throughout the season to undertake further detailed analysis of any electronic devices used by competitors and any other related material in order to ensure that these contain no elements capable of use in a manner which may breach any of the Regulations.

The competitor will supply on demand all electronic devices, source codes, programmes, machine codes and all or any material and equipment necessary to ensure full and proper checking and analysis to the BTCC Chief Scrutineer or BTCC Technical Commissioner in order for such scrutiny to take place by a TOCA recognised analyst. The cost for the analysis and checking shall be borne, in full, by the competitor. Other than in the case of a breach of the Regulations, the details of this analysis will remain confidential to TOCA and the competitor.

Failure to permit or facilitate inspection of electronic devices may be a breach of Regulations 4.1. and 4.4. and may lead to exclusion from the Championship by the Administrator or to the imposition of any of the penalties set out in Regulation 4.4.

5.2.11.3 Any device which incorporates a GPS device or requires a GPS signal or uses mobile cellular telecommunication signals is prohibited (other than the mandated BTCC devices).

5.2.12 **Pit Lane Speed Control**

Cars must have a built-in Pit Lane speed control system, which is selected by the competitor operating a button on the steering wheel. The rear fog lights are wired into this system so that they flash when the Pit speed control is selected. Please also refer to Regulation 3.7.2.

5.2.13 **Cooling Devices**

During Free Practice, Official Qualifying and the Races it is permitted to cool the radiators and brakes of a car, when it is stationary, using battery powered high volume commercially available hand-carried (by one person) portable fans or devices with ducting. These may be used in the podium Parc Ferme upon request of a TOCA Official. It is permitted to hang these on the car. It is not permitted to artificially cool the ambient air passing through this device by any means; in other words the fan is purely a device to direct ambient air onto the radiators. Neither is it permitted to use dry ice or any other substance to aid the cooling.

Teams may open the bonnet in Parc Ferme to aide engine cooling. This is not permitted in the podium Parc Ferme unless permission is given by a TOCA Official.

Electrical cooling fans blowing from within the garage to the cars in the pit lane are permitted, providing they do not cause nuisance to other competitors or officials in which case the competitor may be directed to cease its use by an official.

5.2.14 **Tyres**

The only Dunlop tyres permitted in 2017 are those specified below:

Standard dry tyre is designated	265/660R18 SLICK J27D CM004
Hard dry tyre is designated	265/660R18 SLICK J27D CM720
Soft dry tyre is designated	265/660R18 SLICK J27D CM863

Wet tyre is designated	265/660R18 B92W 497 CR9000
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5.2.15 **Emissions Testing:**

Cars may be subject to periodical emissions testing as defined in the BTCC Technical Manual. When requested to do so by a BTCC Official, all competitors must make their competing cars and/or scrutineering cars available for emissions testing.

5.2.16 **Accident Data Recorders (ADR):**

If a car is nominated by the Chief Scrutineer to carry an ADR the Competitor must ensure that it is used in all sessions and that the power to the ADR is turned off at the end of each session.

- 5.2.17 **Gear Ratios**
Teams must nominate their race gear ratios to the BTCC Chief Scrutineer a minimum of 2 hours before the first race at each Event – any subsequent changes must be advised a minimum of 1 hour before the second & third races
- 5.3 **Drivers Equipment**
For additional information please see FIA Appendix L – Drivers Equipment.
<http://www.fia.com/regulation/category/123>
Teams and Drivers are advised to read the complete Appendix L as the extracts in 5.3.1 to 5.3.3 are for guidance only and the complete articles in FIA Appendix L are binding.
- 5.3.1 **Helmets (FIA Appendix L Chapter III Art. 1)**
All drivers must wear crash helmets which meet one of the standards listed in FIA technical list N° 25 of Appendix J.

Only helmets approved in accordance with FIA standard 8858 (Technical List N°41), 8860 (Technical List N°33) or 8859 (Technical List N°49) are authorised.

No helmet may be modified from its specification as manufactured, except in compliance with instructions approved by the manufacturer and one of the FIA listed standards organisations, which certified the model concerned.

Any other modification will render the helmet unacceptable for the requirements of the present article.

Helmet weights may be checked at any time during an event and must not exceed 1800 gr. for a full-face type or 1400gr. for an open-face type, including all accessories and attachments. Helmet-mounted radio speakers are prohibited (earplug-type transducers are allowed). The fitting of microphones may be done only in respect of paragraph 3 above.
- 5.3.2 **Flame resistant clothing (FIA Appendix L Chapter III Art. 2)**
All drivers must wear overalls as well as gloves long underwear, a balaclava, socks and shoes homologated to the FIA 8856-2000 standard, (Technical List N° 27). Users must ensure that garments are not too tight, as this reduces the level of protection. The bottom of the balaclava must be tucked inside the racing suit.

Embroidery sewn directly onto the overall should be stitched onto the outermost layer only, for better heat insulation. Backing material of badges and thread used for affixing them to the overalls should be flameproof.

Printing on drivers' overalls, underwear, gloves, socks, balaclava or shoes must be carried out only by the manufacturer of the product and must be flameproof and in conformity with the standard ISO 15025. It must not reduce heat transmission performance.
- 5.3.3 **Frontal Head Restraint (FHR) (FIA Appendix L Chapter III Art. 3)**
The wearing of a FIA approved head and neck restraint system designed to protect the head or neck homologated according to the FIA 8858 standard is compulsory. Homologated FHR systems are listed in the FIA Technical List No. 29.
- 5.3.4 **Biometric and Physiological Monitoring Devices**
Any biometric or physiological monitoring device to be worn by a competitor must comply with all current safety regulations and first be declared to the BTCC Chief Scrutineer, who in conjunction with the BTCC Medical Delegate will make the final decision about its use. Any data recorded must be shared in full with the BTCC Chief Scrutineer and Medical Delegate when requested to do so.

WE DRAW YOUR ATTENTION TO THE COMMERCIAL UNDERTAKINGS RELATING TO PARTICIPATION IN THIS CHAMPIONSHIP AND TO THE DECLARATIONS THAT FORM PART OF THE ENTRY INTO THIS CHAMPIONSHIP.

The following Commercial Undertakings are not subject to the Judicial procedures of either the Championship Stewards and/or the MSA/MSJ.

6. COMMERCIAL UNDERTAKINGS

- 6.1. The Race Meetings comprising the Championship shall be conducted in accordance with the Regulations and these Commercial Undertakings.
- 6.2. In these Commercial Undertakings the nomenclature definitions and abbreviations specified in the General Regulations of the MSA and in the Sporting Regulations shall be adopted.
- 6.3. The Administrator has the right to amend, vary or add to the Commercial Undertakings from time to time. Such amendments, variations, and additions shall be notified by bulletin to all registered competitors by posting to the address detailed on the Championship Registration Form, or sending to the e-mail address detailed on the Championship Registration Form or faxing to the fax number detailed on the Championship Registration Form, or delivery to the competitor by hand.

All competitors, teams, manufacturers/constructors and team members agree to be bound by the Commercial Undertakings and any additions, variations or amendments thereto and to procure compliance by persons associated with them.

6.4. Penalties:

- 6.4.1. WARNING: The terms of the Commercial Undertakings are fundamental to the contract between TOCA and the competitor and the team and the manufacturer/constructor respectively. A breach of any of the Commercial Undertakings may render the competitor, the team and/or the manufacturer/constructor ineligible for competition and any further participation in this Championship will be entirely at the discretion of the Administrator. The Administrator as an alternative and/or in addition to excluding the competitor, the team and/or the manufacturer/constructor from the Championship may impose any one or more of the following penalties as a condition of continued participation in the Championship:

- 6.4.1.a. Reprimand, which may include forfeiture of a Qualifying time or times
- 6.4.1.b. Time penalty,
- 6.4.1.c. Fine of up to £100,000.00 for each breach of the Commercial Undertakings
- 6.4.1.d. Exclusion
- 6.4.1.e. Forfeiture of Championship points (even if this results in a minus total of points)

In addition or in lieu of any such penalty the Administrator may require the competitor and/or team and/or manufacturer/constructor to take such steps as may be reasonable to publicly mitigate any damage to the reputation of the Championship.

In the case of an alleged breach of any Commercial Undertaking the decision of the Administrator is final as to the culpability and penalty and there is no appeal to the MSC National Court. Continued future participation in the Championship may not be permitted until any fine imposed pursuant to these Commercial Undertakings is paid in full.

- 6.4.1.f. Withdrawal, loss or suspension of the TOCA BTCC Licence (TBL) relevant to that entry.
- 6.4.2. Where in the opinion of the Administrator any competitor(s), team(s) and/or manufacturer(s)/constructor(s) has gained an unfair advantage (whether inadvertently or not) from a breach of the Commercial Undertakings by its own actions or those of another competitor, team or manufacturer/constructor the Administrator may impose any one or more of the penalties set out in Commercial Undertaking 6.4.1. above in order to remove or otherwise compensate for such advantage.
- 6.4.3. Where in the opinion of the Administrator a driver and/or competitor and/or team and/or manufacturer/constructor and/or team member and/or any person associated with any of the Championships has by an act or omission to act or otherwise brought the Championship and/or any of the Championships and/or any of the persons or companies related to the Championships into disrepute - including (but not limited to) the use or publication or broadcast of derogatory, defamatory, insulting, unfavourable or disrespectful remarks in any media whatsoever - then irrespective of any prosecution under the General Regulations of the MSA and/or these Sporting Regulations, the Administrator may impose any one or more of the penalties set out in Commercial Undertaking 6.4.1. above.
- 6.4.4. Unless otherwise specified within these Regulations, the Maximum Fine that may be imposed for a single breach of the Regulations is £50,000.00 or a sum equal to the top cash and/or Ad Valorem award whichever be higher

6.5. Registration:

- 6.5.1. Registrations will only be accepted from holders of a valid TOCA BTCC Licence ('TBL'), initially by way of a deposit of £10,000 + VAT on or before November 30th 2015 to secure their entry. The Administrator may require a further deposit prior to the close of entries. The entrant agrees to abide at all times by the prevailing conditions and/or guidelines of the TBL.
- 6.5.1.a. The Drivers Registration Fee is £18,800 plus VAT per driver. Cheques should be made payable to BARC (TOCA) Ltd. This registration fee is fully inclusive of entry fees to all rounds of the Championship, timing fees and medical provision. The balance of this fee is payable in full by all competitors prior to 12 noon on February 24th, 2017.
- All manufacturers/importers/constructors who to compete in the Manufacturers/Constructors Championship and/or utilise their participation in the BTCC for marketing, promotional or advertising purposes must be registered. The Manufacturers/Importers/Constructors Registration Fee is £8,900 plus VAT per manufacturer/importer/constructor.
- 6.5.2. A registration once made and accepted shall constitute a legally binding contract and a registration may only be withdrawn without penalty with the consent of the Administrator. An entrant or driver whose registration is accepted and who otherwise fails to participate in the Championship shall forfeit their registration fees in their entirety.
- 6.5.3. The Administrator may accept or refuse any entry or registration and withdraw a registration at any time, should the inclusion of or continued participation by the competitor, team or manufacturer/constructor be deemed by him in his absolute discretion not to be in the best interests of the Championship or to not comply with the spirit of their entry and the Championship.
- 6.5.4. Guest Competitors may be permitted to make guest appearances at the sole discretion of the Administrator and subject to such conditions as he may stipulate from time to time but subject to meeting the requirements of Sporting Regulation 1.3.2. The Administrator, as a condition of registration and entry, will always stipulate that no guest driver may score points or be awarded prize money in the Championship and that his/her Race results will not be used for the determining of weight handicap.
- 6.5.5. A driver/team will be classed and registered as an independent driver/team and be eligible for any points available as part of the Independents' Trophy for Drivers and/or Independents' Team Championship provided that he/she and/or the team entering the driver meets the following minimum criteria: -
- 6.5.5.1 is the bona fide owner of the competing car and components used in the competition or otherwise enters into a valid commercial arrangement with regard to the leasing, rental or hire purchase of the car with the owner of the car and/or
- 6.5.5.2 is given the use of the competing car and components as a result of an award, competition or prize previously approved by the Administrator and which is open to more than 10 contestants and
- 6.5.5.3 does not receive any substantial direct or indirect financial, hardware/component or technical assistance (or suchlike) from any manufacturer or importer or from any team registered for the Manufacturers Championship above the level available to any other competitor(s) who may compete with the same marque and model of car and
- 6.5.5.4 ensures that the day to day control and management of the team is not exercised or influenced directly or indirectly by a manufacturer or importer (whether or not registered for the Championship for Manufacturers/Constructors) and
- 6.5.5.5 has registered their independent status on the drivers registration form
- 6.5.5.6 Notwithstanding the foregoing, the final decision as to which drivers/teams are eligible for participation in the Independents' Trophy for Drivers and/or Independents' Team Championship rests solely with the Administrator whose decision will be final. The Administrator reserves the right at all times throughout the competition to accept, reject or alter such independent classification and further to seek written undertakings from the competitor and any or all manufacturers/importers regarding the level of assistance given to any driver registered as an independent driver. The final decision on the classification or the continuing classification of a driver/team as an Independent rests solely with the Administrator.
- 6.5.5.7 The Administrator reserves the right to require drivers/teams participating in the Independents' category to display decals of any sponsor of the Independents' Trophy for Drivers and/or Independents' Team Championship in a prominent position on the bonnet of the car and on two other positions as directed. These stickers will be supplied by TOCA (up to five sets per registered car – any more required must be purchased through TOCA's nominated decal supplier SDS Graphics or further decals can be printed at the entrant's own cost from the BTCC Design Template (one of which will be provided by TOCA to each registered entrant) and will be no larger than 470mm x 130mm. The decision for the positioning, size and type of these stickers rests solely with the Administrator at all times.

- 6.5.5.8 Each team with cars entered in the Independents category may be required to display a sticker (Independents Trophy sponsor/wheel supplier) on their race transporters and support vehicles that are permitted access to the paddock. The Independents Trophy sponsor sticker size is to be announced. The wheel supplier stickers will be 240mm wide x 100mm deep. The size and positioning of these stickers rests solely with the Administrator at all times.

6.6. Television:

- 6.6.1. By entering the Championship, manufacturers/constructors, competitors, entrants and teams must assist TOCA in the promotion of the Championship and in particular, the television coverage:

- 6.6.1.a. All manufacturers/constructors, competitors, entrants and teams must assist the TOCA nominated TV Production Company in the filming and production of Championship events and activities when requested by the TV Production Company or the Administrator.

- 6.6.1.b. Without prejudice to the generality of 6.6.1.a drivers finishing first, second and third in the Drivers' Championship and the Independents Championship must make themselves available immediately after each Qualifying session, Race and/or the prize giving ceremony for media interviews in accordance with the requirements and directions of the Administrator and/or the Co-ordinator.

- 6.6.1.c. All cars must carry an in-car camera or on-board camera during testing, Free Practice, Official Qualifying sessions and/or the Races at the request of the TV Production Company or the Administrator, and all cars must carry a Championship on-board Judicial camera.

No other in-car video, still or motion picture cameras will be permitted without the specific authority of the Administrator.

- 6.6.1.d. The decision as to which car is to carry a TV Production Company on-board camera and/or an in-car camera rests solely with the TV Production Company and the Administrator whose decision shall be final.

- 6.6.2. Any competitor and/or anyone connected with a competitor or manufacturer/constructor is prohibited from trying to influence the editorial decisions of the TV Production Company in connection with the Championship as it is shown on television or of otherwise interfering with television coverage.

- 6.6.3. The TOCA nominated TV Production Company shall have free and unrestricted access to radio communications between the teams and the drivers and any video footage produced by the Teams or their associates and may incorporate any such material in its coverage of the Championship.

- 6.6.4. All footage obtained and/or recorded by the TOCA Nominated TV Production Company of the Championship belongs exclusively to TOCA in perpetuity and all manufacturers/constructors, competitors, entrants and teams and their associates consent to their images being used by TOCA (and those authorised by it) for promoting the Championship and/or merchandise associated with the Championship.

6.6.5. Judicial Camera Operation Procedures:

All competitors are to ensure that all cameras are fully functional at all times and that any problems are reported to a TOCA Official immediately.

Such cameras start recording immediately the engine starts.

TOCA will collect the camera / scrutineering logger memory card after each session. Teams are not permitted to remove the memory card and view the recorded footage at any time.

Once Judicial use is complete TOCA will make arrangements for Teams to have access to the recorded footage.

Teams may have access to the Judicial Camera during Free Practice sessions and all testing provided they agree to pay the £500 Cosworth annual surcharge.

Teams must ensure they use the supplied memory stick, or their own, for the official Judicial Camera in each car during Free Practice sessions and must retain the footage until the start of the next session in case the BTCC Clerk requests to view it.

6.6.6. Team Filming / Footage

- 6.6.6.i) Teams may only undertake their own 'behind the scenes' filming, providing written permission - clarifying what content you wish to film & where you intend to use it (i.e. team website etc.) – is first be obtained from;

Alan Gow, BTCC SERIES DIRECTOR (alan.gow@btcc-toca.com)
David Francis, ITV SPORT BTCC DIRECTOR (david.francis@itv.com)

- 6.6.6.ii) Media Accreditation, via the team, must also be applied for from Dan Mayo (danjmayo@me.com), stating the intention of the person or crew to film video footage, not stills photography.

If approved final accreditation for each event must be applied for by the filming team, directly through each circuit. This includes the requirement to **sign on with the circuit at each event**. They will issue you with a bib, which **MUST BE WORN WHEN FILMING** or the camera operator will be ejected from the circuit.

- 6.6.6.iii) **ABSOLUTELY NO FILMING IS ALLOWED IN THE PIT-LANE, THE GRID, PARC-FERME, ASSEMBLY AREA or TOCA TECHNICAL AREA. YOU ARE NOT PERMITTED TO FILM ANY PART OF THE RACES OR ANY MOVING RACE CARS - AT ANY TIME, OR FROM ANY LOCATION.**

Teams will, subject at all times to the foregoing, be permitted to film in and around the garages, paddock areas, spectator and trade areas, transporters, hospitality & motor homes. Garage filming must only be from within the garage, not from the pit-lane looking in.

- 6.6.6.iv) Film crews must remain cognisant of the ITV crew, who have priority at all times.

- 6.6.6.v) Film crews may film the podium but only from behind the ITV crew and not obscure or hinder ITV's filming of the podium.

- 6.6.6.vi) A positive image of the BTCC and its competitors, sponsors and officials must be portrayed at all times. TOCA and ITV reserve the right to immediately withdraw any permission granted, should they deem it preferable and/or necessary to do so.

- 6.6.6.vii) **Any filming or material obtained that goes outside these guidelines will result in the immediate withdrawal of any further permissions to the team for the rest of the season.**

- 6.6.6.viii) **ON-BOARD FOOTAGE:**

In accordance with 6.6.5, Teams may use short clips of footage (up to 2 minutes in total) taken from the Judicial Cameras in Free Practice 1 or 2, on the following terms;

1. A complete lap cannot be shown - it must be interspersed with other angles or footage. No more than 30 seconds of continuous footage at any one time can be used.
2. Any on-board footage containing vision or sound of anything out of the ordinary, negative or untoward - particularly regarding another competitor - cannot be used (e.g. another car spinning off, or having an incident or mechanical failure etc).

6.6.7. ITV FOOTAGE REQUESTS

- 6.6.7.a **Requests for internet/sponsor (non broadcast) use:**

Written permission to obtain ITV footage needs to be sought from;

Alan Gow, BTCC SERIES DIRECTOR (alan.gow@btcc-toca.com)
David Francis, ITV SPORT BTCC DIRECTOR (david.francis@itv.com)

For ITV footage to be shown on a dedicated BTCC driver or teams official website or affiliated YouTube/media channel, or to be shown at a team or sponsor function etc, the following rules apply:

ITV has exclusive UK broadcast rights on all race footage for 7 days after each event. From the eighth day following each event (usually a Monday), drivers and teams are then allowed to use short (up to 5 minute) clips of ITV race footage on their sites, free of any rights fee. However, technical fees will apply as outlined in this document.

No BTCC/ITV footage can be broadcast on random 'YouTube' or suchlike Internet sites, but can be broadcast on your individual dedicated team/driver/sponsor website or official YouTube site.

Footage supplied by ITV must have the ITV Sport graphic 'bug' applied on any use. The graphic bug will be supplied along with the footage and must be used top left or right as appropriate, throughout the use of the ITV footage.

6.6.7.b Requests for television broadcast use:

Written requests must be made to;
Alan Gow, BTCC SERIES DIRECTOR (alan.gow@btcc-toca.com)
David Francis, ITV SPORT BTCC DIRECTOR (david.francis@itv.com)

ITV has exclusive UK broadcast rights on all race footage, in all media, for 7 days after each event.

From the 8th day following the event (usually a Monday);

Footage to be broadcast on any UK & Eire television broadcast companies (i.e BBC, SKY, CHANNEL 5 etc) or any other medium must not be used without explicit agreement from Alan Gow and ITV. Rights clearance will need to be obtained from ITV (paul.johnson2@itv.com) and a rights-fee will also apply.

Footage to be broadcast on any medium outside of the UK & Eire, must first obtain rights clearance from Alan Gow. However, the actual footage must still be acquired from ITV.

Circuits using footage to advertise their BTCC event will not be charged a rights-fee but may incur the technical costs of providing footage.

6.6.8 HOW TO OBTAIN ITV MATERIAL & TRANSFER COSTS:

Written permission from Alan Gow needs to be provided to David Francis at ITV and Steve Knee at Cloubass.

You can then obtain BTCC footage from ITV Sport via Cloubass (their media provider).

There is a charge of £200 per 'session' to cover their time and costs in accessing/transferring the archive and fielding requests. This 'session' reasonably covers the quantity of footage from two TOCA events – up to 1TB which is equivalent to 1000mins in some codec's. However, requests made at the end of the season for footage from the entire season will be charged as ten separate sessions, i.e. £2000 for a whole season's worth of footage.

Cloubass will need a 'drive' to put the footage on. They can supply a 1TB drive for £100, which you then keep. Alternatively you can either send them (at your cost) a blank drive of suitable size ready for use (minimum 1 TB and free of other material), or hand-over your drive in person to a member of Cloubass at the TV compound on Friday or Saturday of a BTCC event **only with prior warning**. If you intend to hand-over a drive at an event, you must let David Francis know - via email – by the close of business on the Thursday preceding an event.

Footage will be transferred in the days following a race weekend with the aim to send out drives on the Wednesday. There is a charge of £10 p&p to post out your drive from Cloubass, or you can arrange to collect from Steve Knee at Cloubass (address as below) from Wednesday afternoon onwards. All costs are plus VAT.

Footage will only be released once ITV have written permission from Alan Gow.

Along with the footage on the drive will be an ITV Sport graphic 'bug' - this must be used top left or right as appropriate over the images & throughout the use of the ITV footage.

Steve Knee, MD Cloubass. (sk@cloubass.com)
Cloubass, Unit 1, Bradley Park, High Holborn Road, Ripley. DE5 3NW
T: +44 (0) 1773 744485

6.6.9 The use of any ITV Sport footage is always subject to the following:

1. Written permissions (by email) as detailed above.
2. Footage must be acquired directly from ITV and not filmed or downloaded from a TV screen or illegal feed of the ITV or any other programme.
3. The DUNLOP EDIT is for use by media channels as determined by Simon Melluish (BTCC Press Office). This is not for use in part by drivers, teams or sponsors by way of obtaining footage.
4. ITV Sport on-screen logo and all graphics must always remain.
5. No digital alterations or enhancements of ITV footage is permitted; for example to mask or pixilate signage or graphics etc.
6. No BTCC related footage can be broadcast on 'YouTube' or suchlike, other than from your individual dedicated team/driver/sponsor channel or website.

6.7. Advertising:

- 6.7.1. Any products that are not permitted to be advertised on UK television are prohibited. Any advertising must comply with any codes of the Advertising Standards Authority that may be specific to the advertised product. The Administrator reserves the right to censor any advertising that may, at the absolute discretion of the Administrator, be deemed unsuitable or inappropriate or in conflict with Championship sponsors. Any car or driver considered by the Administrator, in his/her absolute discretion, to be exhibiting unsuitable or conflicting advertising may be excluded by the Administrator from any Round of the Championship.
- 6.7.2. Subject to the approval of the Administrator, advertising is permitted at the top of both front and rear windscreens of competing cars (and in accordance with Commercial Undertaking 6.7.1) to a maximum depth of 25 cm for complete lettering/logos/graphics on the front and 13cm for complete lettering/logos/graphics on the rear. The maximum depth of the front and rear screen headers will be as per MSA General Regulation Q19.2.2.

6.8. Publicity:

- 6.8.1. All teams drivers and manufacturers/constructors must participate in the Official BTCC Pre-Season Media Day on Tuesday, March 16th, at Donington Park.

6.8.2. At all Championship Meetings:

- 6.8.2.a. Drivers, wearing their driving overalls, must take part in any autograph session, Pit Lane walkabout and pre-Race parade, when requested by the Co-ordinator.
- 6.8.2.b. Driver name signs for display above Pit Garage doors are mandatory and will be provided by TOCA prior to the first Meeting at no cost to the competitor. These must be displayed above the allocated Pit Garage doors at each Meeting or above the awning if Pit Garages are not allocated. There will be a charge for replacement if these signs are damaged or lost.
- 6.8.3. Each driver must make themselves available free of any charge or expenses to TOCA and/or the Championship sponsor for Championship promotional purposes:
- a) For the Pre-Season Media Day between 08.00 hours until 22.00 hours on Tuesday, March 16th.
 - b) On the eve of the Pre-Season Media Day(s) if requested by the Administrator.
 - c) For a maximum of four further full days during 2017 when requested by the Administrator. Should a driver not make himself available after two separate requests by the Championship and/or the Championship sponsor the driver may then be deemed to be in breach and subject to further penalty pursuant to Commercial Regulation 6.4.
- 6.8.4. All drivers who qualify for an award pursuant to Commercial Undertaking 6.15 shall attend the podium ceremony and any post-Race televised interviews wearing their Race overalls, the Race winners cap provided by the Championship and wearing no other apparel or carrying any other item unless provided or approved by the Championship. Failure to attend the podium ceremony or failure to attend remaining correctly attired until all ceremonies have concluded may result in a fine of a minimum of £1,000 being imposed by the Administrator.

Any drivers that are requested to do so by a Championship Official, regardless of whether or not they qualify for an award pursuant to Commercial Undertaking 6.15, must attend any media conference that may be organised by TOCA during the Race meetings. Failure to attend the media conference, once requested, may result in a fine of a minimum of £1,000 being imposed by the Administrator.

- 6.8.5. Drivers finishing first, second and third in the Drivers' Championship, the driver finishing first in the Independents Trophy, the winner of the Jack Sears Trophy, a representative of the winning manufacturer/constructor, a representative of the winning team and a representative of the winning Independents team, are required to attend the TOCA End of Season Awards Evening at a date and venue to be confirmed.

Additionally, the competition cars of the winning driver, the winning Independents driver and the winning manufacturer/constructor must be available for display at this function at the request of the Co-ordinator. Failure to participate in these activities may result in a fine of a minimum of £5,000 being imposed by the Administrator, in respect of each and every breach.

- 6.8.6. In signing the Championship Registration Form manufacturers/constructors, competitors, entrants and teams agree that TOCA (and those authorised by it) and Championship sponsors of the 2017 Championship may make use of his/her/its activities and successes in motor sport for any advertising, publicity, public relations and merchandising purposes.

The manufacturers/constructors, competitors, entrants and teams also agree that in any advertising or promotion with which he/she/it is associated (relating to the Championship), the full title of the Championship (including the Championship sponsors name and the BTCC/TOCA logo) will be used at all times.

6.8.7 Alcohol Breathalyser Test

- i) As a condition of participation, all BTCC Drivers and Championship Officials consent and submit themselves to an alcohol breathalyser test in the following manner;
- ii) Mandatory breath tests of all Drivers and Championship Officials will be undertaken at signing-on Saturday morning and on the Sunday morning before Race 1 at a time to be advised at each event.
- iii) The sole approved breathalysers used for testing will be 'AlcoSense P10' breathalysers within valid calibration periods of their current calibration certificates. Calibration and maintenance of the devices will be undertaken by AlcoSense Breathalysers.
- iv) All Drivers and Championship officials are required to maintain a Zero Alcohol Level at all times during the Meeting. To avoid the possibility of a 'false-positive' reading the Zero Alcohol Level is defined as a reading of less than 0.01%BAC. Thus a pass will be defined as a reading of less than 0.01%BAC and a failure is defined as a reading greater than or equal to 0.01%BAC.
- v) Drivers/Officials must declare and show proof in writing of any medical condition and/or medications that could compromise the test or result in a false-positive reading to the TOCA Medical Director at least 48 hours before the start of the meeting.
- vi) A Driver or Official who fails the mandatory test is not permitted to participate until he is below the Zero Alcohol Level. The Driver may request a re-test 30 minutes after the failure, or sooner if the next on-track session is within 60 minutes.
- vii) If the Driver fails the second test he remains ineligible to compete but may request an additional alcohol test no later than 30 minutes before each on-track session. The driver will only be allowed to compete if and when his result is compliant with the defined Zero Alcohol Level.
- viii) Should a Driver not participate in either qualifying or a race due to failure of the breathalyser test, further participation shall be at the sole discretion of the Clerk of Course.
- ix) In addition to the mandatory test times the Clerk of the Course and/or the Administrator may, at their sole discretion, direct that a re-test be carried out on any Driver or Championship Official at any time during the meeting should they consider there are grounds for doing so.
- x) A Driver or Championship Official may also confidentially request a re-test be carried out on a Driver or Championship Official at any time during the Meeting should they have substantive belief that the Driver or Championship Official may be over the Zero Alcohol Level. This request must be made in writing to the Clerk of the Course and/or Administrator, who will not refuse such first request.
- xi) If a Driver passes the mandatory test but fails a subsequent breathalyser re-test on the same day they will be immediately excluded from the Meeting. If an Official passes the mandatory test but fails a subsequent breathalyser re-test on the same day, they will immediately relinquish their responsibilities to another Official.
- xii) The results of all breathalyser tests remain confidential between the Administrator, the Clerk of the Course and the Driver or Championship Official concerned.
- xiii) There is no appeal or recourse on the failure of the breathalyser test, beyond requesting that a re-test be immediately taken utilising another approved device.
- xiv) Refusal or withdrawal of consent to take a breathalyser test will be treated as a failure of the test and the Driver or Official shall be excluded from participation at the meeting.

6.8.8 All Drivers and Team Managers must participate in and pass a Regulations Awareness Test when required to do so by the Administrator.

6.9. Merchandising:

- 6.9.1. The manufacturer/constructor, competitor, entrant and team hereby authorise TOCA to use and reuse and licence the use of images and representations of the vehicles competing in the Championship (including the manufacturers/constructors name and logo) and the name, images and representations of the driver, the team, the team logo and team paraphernalia including (insofar as the same appear on the clothing worn by the competitor or on team paraphernalia or on the cars driven by the competitor in the Championship) the logo and decals of all sponsors of the competitor and/or entrant in perpetuity for the purposes of producing merchandise exploiting the reputation of the Championship and all elements of the Championship.
- 6.9.2. The manufacturer/constructor, competitor, entrant and team acknowledge and agree that TOCA and those authorised by it have the exclusive right to produce or authorise the production of interactive games of the Championship and games including individual elements of the Championship.

- 6.9.3. The manufacturer/constructor, competitor, entrant and team authorise TOCA to use and licence others to use all Championship images and other material relating to the Championship in marketing and/or promotion and/or packaging material and/or commercial advertisements exploiting the Championship or merchandise of the Championship or any individual elements of the Championship.
- 6.9.4. The manufacturer/constructor, competitor, entrant and team must assist TOCA and those authorised by it with the promotion of the Championship and production and promotion of merchandise associated with the Championship.
- 6.10. Meeting Arrangements:**
- 6.10.1. Each registered manufacturer must provide TOCA (free of charge) with twelve flags measuring approx. 180cm x 90cm prior to the start of the season for use at each circuit.
- 6.10.2.a. Throughout the course of the Championship, the Administrator and the Co-ordinator may inspect all race transporters and motorhomes to ensure that they are of smart appearance and in good order. The Administrator may refuse to issue a Paddock vehicle pass to any vehicle that he deems to be unsuitable for display within the Paddock.
- 6.10.2.b. At the start of each Meeting, practice session and Race, the competing cars and all team vehicles must be clean, of smart appearance, and in good order. The Administrator reserves the right to suspend competitors not meeting this requirement from taking further part in the Championship and withdraw passes until this Regulation is fulfilled to his/her satisfaction.
- 6.10.3.a. BTCC Paddock parking space will be allocated as follows:
One and two car teams – one race transporter
Three and four car teams – a maximum of two race transporters
- Each race transporter is permitted one additional support vehicle which may be parked in the BTCC Paddock if there is sufficient space. Allocation of space is at the sole discretion of the Co-ordinator.
- At circuits where the Co-ordinator permits BTCC teams to erect awnings on the side of their transporters the total width of the race transporter with awning attached must not exceed 12.5 metres. Support vehicles will not be permitted to have awnings attached.
- 6.10.3.b. Any race transporter/support vehicle parked in the BTCC Paddock must have four flag poles fitted, one on each corner of these vehicles and protruding no more than 3 metres from the top of the vehicle, and fly the driver(s) nationality flag(s), the manufacturers' flag (registered manufacturers/constructors teams only) or Independents Trophy sponsor's flag (for teams running cars in the Independents Trophy), and a team sponsors' flag during every Championship Meeting. Any team considered by the Administrator, in his absolute discretion, to be exhibiting unsuitable advertising may be asked to withdraw it immediately.
- 6.10.3.b. i) At circuits where cabs are removed from Race Transporters (e.g. Brands Hatch and Croft), teams must put covers on the front of the trailers.
- 6.10.3.c. Pit Garages (where available) will be allocated to BTCC teams in the order of current BTCC Teams Championship standings, except at the first Championship Meeting of the season where they will be allocated at the Co-ordinator's discretion.
- If it is not practical to allocate the Pit Garages in Teams Championship order as described above, the garages will be allocated at the Co-ordinator's discretion but keeping as close to the Teams Championship order as is possible.
- All allocated garages or awnings should be presented/dressed to a high standard acceptable to the Administrator. All awnings must have flooring.
- At venues that do not have enough garages to accommodate all BTCC teams, those that are placed in the Paddock (with awnings) will be allocated Pit Bays at the Co-ordinator's discretion. At venues with no Pit Garages, Pit Bays will be allocated in the same manner as Pit Garages.

- 6.10.4. Each team will be permitted one motorhome plot of maximum dimensions 17.5 metres long x 10.5 metres wide in the separate (i.e. not directly behind Pit Garages) designated BTCC motorhome area for team catering only. Where space permits, teams can apply to the Administrator to extend the size (within reason) of their team motorhome no less than 11 days prior to a Championship Meeting.

Teams may erect an awning on a Race Transporter in place of a separate motorhome but the Race Transporter will be placed in the designated motorhome area and not directly behind the pit garages, unless the separate area is in the paddock and directly opposite the line of Race Transporters in which case it may be placed directly behind the garages. Teams wishing to erect awnings on Race Transporters in place of a separate motorhome must notify the Championship Co-ordinator no less than 11 days prior to the start of the Championship Meeting. Awnings on Transporters used in place of separate motorhomes must have flooring.

The motorhome, awning and kitchen unit must all fit within the motorhome plot unless prior written permission has been granted by the Co-ordinator to use a separate kitchen unit. Motorhomes must be no higher than 6 metres.

Display cars are not permitted outside motorhomes when motorhomes are within the Paddock.

At circuits where there is limited space or no separate designated BTCC motorhome area, motorhome/awning plots will be allocated behind Pit Garages in current Teams Championship order or, at the first Championship Meeting at the Co-ordinator's discretion, only once all teams have been allocated garage space and at least one Race Transporter space.

Multiple-car teams that enter as separate Entrants but are effectively the same team as defined by the Administrator (i.e. a two-car team which has two separate title sponsors and is entered as two separate Entrants but uses the same personnel / pit garage area etc.) may not have a second motorhome plot.

- 6.10.6. Start Line boards will be provided by TOCA. Registered teams are required to supply one Grid Girl per registered car in suitable clothing and each team will receive one extra guest pass per registered car for the Grid Girl.

- 6.10.7. Any pipes, wires or cables trailing from motorhomes and/or transporters and/or generators must be protected by hard covers where they will be crossed by vehicles or pedestrians.

- 6.10.8. All health and safety regulations as well as any such directives issued by the Championship and/or the venue must be met at all times.

- 6.10.9. Registered manufacturers/constructors or those who have homologated a vehicle must supply one road-going version of their race cars to be used as Paddock display vehicles when requested to do so by the Co-ordinator. This vehicle must attend all Championship Meetings to be available as a Scrutineering Car.

6.11. Testing:

- 6.11.1.a. Unless permitted by the Administrator, testing for BTCC entrants is strictly controlled by the following restrictions:

- i) Testing after the last race of the 2016 Championship is unrestricted until 5pm, Wednesday, March 29 2017.
- ii) During the course of the 2017 Championship testing will be permitted for entrants on Circuit General Test Days up to a maximum of 4 days per registered driver (or up to 8 half days). Teams competing with new design cars will be permitted up to 5 additional test days. For the avoidance of doubt, 'new design cars' are models that have not previously competed in the Championship under NGTC technical regulations and which are significantly technically different from the make or model previously used by that Team. The venue and the purpose of the test must be notified at least 48 hours in advance to the Co-ordinator and a Championship sealed engine must be used. For the avoidance of doubt any testing by any registered driver, team or entrant of any kind whatsoever and regardless of the type of vehicle cannot be undertaken at a venue that hosts a Meeting of the 2017 Championship until after that Meeting, unless with the specific authorisation of the Administrator.

Using one of the above test days, each team is permitted to test once (with the prior approval of the Administrator) on a non-exclusive basis at a circuit that hosts a Meeting of the 2017 Championship providing the test takes place no less than 30 days prior to that Championship Meeting.

It is permitted for each car entered in the 2017 Championship to purchase or use no more than one set (i.e. 4) of new tyres at each permitted test day (as outlined in the paragraph above), during the course of the 2017 Championship. These 4 tyres will be specifically marked and identified for this use and are not permitted to be used at, or taken to, any championship event during the course of the season.

All other tyres used during the permitted test days must be previously marked dry weather tyres. There is no restriction on the use of wet weather tyres other than that stated in CR 5.2.16.

TOCA reserves the right to attend all such tests, costs of this attendance will be charged to the entrant.

iii) Testing will be permitted at the following BTCC official organised test:

A pre-season test / Media day – Tuesday, March 16th, Donington Park

Costs will be split equally amongst all participating/registered teams.

6.11.1.b. Registered teams and drivers may nominate venues within the UK (but not including any venue that hosts rounds of the Championship) upon registration that they may use for shakedown tests during the course of the Championship. This is the only venue they may use for such a test unless with the prior written approval of the Administrator. A shakedown test is deemed to be a short operations check of no more than 25 miles total duration on a car prior to the car being presented for a BTCC Race Meeting. The official TOCA performance monitoring device must be operational at all times during a shakedown test. In accordance with 1.16.1, sealed engines must be used during a shakedown test unless with prior permission from the BTCC Chief Scrutineer.

Prior to undertaking a shakedown test, the team concerned must notify the Co-ordinator in writing a minimum of 48 hours prior to the commencement of the test. TOCA reserves the right for a BTCC Official to attend such a test as an observer.

6.11.1.c. Failure to comply with the provisions of this Commercial Undertaking 6.11.1. may result in a fine of a minimum of £50,000 being imposed by the Administrator.

6.11.2. If a driver causes 2 or more stoppages during the course of a BTCC test session then his/her continued participation in the BTCC test session shall be at the sole discretion of the Administrator.

6.11.3. No replacement cars are permitted within the venue at any BTCC test session or Championship Meeting.

6.11.4.a. Angle parking in formation nose-in towards the Pit Bay is the mandatory Pit Lane parking procedure for all BTCC test sessions. Drivers of competing cars must use their best endeavours not to enter, exit, drive through or traverse a Pit Bay or area occupied by (or allocated to) another team at any time during BTCC Test Days.

6.11.4.b. The Pit Lane Speed Limit during each test day at all times is 40 mph (64 kph) unless otherwise notified by way of a Championship Bulletin.

Failure to comply with the speed limit may result in the imposition of the following penalty:

A fine of a minimum of £500 by the Administrator.

6.11.5. Dunlop is the sole nominated tyre supplier for the Championship. Only tyres supplied by Dunlop to the approved compounds may be used at any test session or shakedown.

6.11.6.a. The use of tyre heating/heat retention devices and chemical tyre treatments/compounds is prohibited. In addition, no competitor is permitted to have tyre heating or heat retention devices and chemical tyre treatments/compounds in their possession anywhere within the venue at any BTCC test day.

For the avoidance of doubt, no manner of abnormally raising the temperature of the tyres/wheels above the natural ambient temperature is allowed.

6.11.6.b. The use of hot air tyre scrapers and/or other means of buffing or scraping tyres is permitted at any BTCC test session.

6.11.7. Competitors must ensure that the tyres used by them at BTCC test session comply with the Regulations. Non-compliance may result in the imposition of a fine of up to £50,000.00 for each and every breach and additional Championship penalties imposed by the Administrator.

6.11.8. If a driver has serious mechanical difficulties during Official BTCC testing, he/she must leave the track as soon as it is safe to do so. The driver must leave the car in as safe a place as possible in neutral gear and ensure that any detachable steering wheel is re-attached. Failure to comply may result in a fine of a minimum of £500 being imposed by the Administrator.

6.11.9. After the pre-season BTCC Official Test Day and prior to any use in any testing all competitors shall have all their engines marked and identified by the BTCC Chief Scrutineer and/or the BTCC Technical Commissioner and/or the BTCC Eligibility Scrutineer in accordance with the Technical Regulations. In the event that an engine requires replacement, the BTCC Chief Scrutineer and/or the BTCC Technical Commissioner and/or the BTCC Eligibility Scrutineer must be notified prior to same, approve such replacement and inform the BTCC Clerk of the replacement.

The engine that has been replaced shall be placed under the control of the BTCC Chief Scrutineer and/or the BTCC Technical Commissioner and/or the BTCC Eligibility Scrutineer and may be subject to conformity checks to the Regulations

- 6.11.10 The Sporting Regulation 1.16, which is applicable to replacement engines, applies to all testing carried out during the course of the Championship. In exceptional circumstances, the Administrator may allow an engine to be changed without penalty.
- 6.11.12 During the course of any test day, Officials may order that a competitor's car be moved so as not to cause an obstruction.
- 6.12. Passes:**
- 6.12.1.a. Permanent passes will be issued to each registered BTCC competitor for his/her sole use and these will be valid for every round of the Championship.
- 6.12.1.b. Applications for passes shall be made by competitors by completing the Vehicle/Staff Information Form attached to these Regulations and returning it to the Co-Ordinator by noon on February, 24th, 2017. Failure to complete this form in full, or late return to the Co-ordinator may result in no passes being available for the first round of the Championship and the withholding of a competitor's entry.
- 6.12.2. TOCA passes are issued on condition that the person or organisation to whom it is issued waives any and all claims it may have either now or in the future and releases from all liabilities and agrees not to take any legal action and to always hold harmless BARC (TOCA) Limited and their employees, agents and representatives and servants, the MSA, the Race Organisers, the Promoters, the Venue owner, 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 holders 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.
- 6.12.3. Competitors will be required to sign for receipt of their passes. By accepting the issue of TOCA passes the competitor is deemed to agree to abide by the pass conditions and to undertake the obligation to advise each person to whom a pass is issued of the pass conditions and to ensure the observance thereof.
- 6.12.4. TOCA passes are issued subject to the following conditions:
- 6.12.4.a. TOCA passes may only be used to gain access to the areas indicated on the face of the passes. 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 that TOCA may have under the terms of this Commercial Undertaking 6.12.).
- 6.12.4.b. TOCA passes may only be used by the person to whom they are specifically issued. It is forbidden to alter or deface or offer for sale passes in any way or to allow a pass to be used to authorise the entry of more than one person at each Meeting.
- 6.12.4.c. TOCA 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. It is forbidden to combine with or enclose a TOCA pass within a wallet or holder of any kind or to attach additional unauthorised items of any kind to it.
- 6.12.4.d. TOCA reserves the right to request further proof of identity in addition to a TOCA pass.
- 6.12.4.e. TOCA 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 TOCA pass.
- 6.12.4.f. TOCA passes remain at all times the property of TOCA and may be issued, altered or withdrawn at any time at the absolute discretion of the Administrator and/or the Co-ordinator.
- 6.12.4.g. TOCA reserves the right to remove immediately from the venue any person who is found to have violated the pass conditions contained in this Commercial Undertaking 6.12. and/or to withdraw permanently a TOCA pass issued to such person and/or to take or institute legal proceedings against that person.
- 6.12.4.h. All registered competitors are fully liable for any personnel and vehicle passes issued to them by TOCA and/or received on the competitor's behalf. The misuse of any passes allocated to a competitor may result (without prejudice to any other action which may be taken by TOCA under the terms of this Commercial Undertaking 6.12.) in TOCA imposing a fine of up to £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 Administrator shall deem appropriate.
- 6.12.4.i. TOCA Passes will not be replaced if they are lost/mislaid unless they have been stolen and a copy of the police report relating to that offence is submitted to TOCA.

6.13. Paddock Vehicles:

- 6.13.1. Competitors will be issued with a specific time to park up their race transporters and motorhomes in the Paddock by way of a Bulletin prior to each Meeting. This parking up time must be adhered to unless the express permission of the Co-ordinator has been obtained to park up at a different time. Verbal permission from circuit employees will not be accepted. Access to the Paddock for the purpose of parking outside your parking up time will be forbidden.
- 6.13.2.a. Only small four-wheeled motorised Paddock vehicles which are authorised by TOCA may be used within the Paddock. These vehicles may only be used during authorised times and when driven by a current full road traffic licence holder for race team related business. Recreational use is strictly prohibited.
- 6.13.2.b. Motorised Paddock vehicles may only be used within the venue during the period from two hours prior to the first scheduled track activity until one hour after the last track activity on each day of the Meeting and each BTCC test day. There is a total ban on their use outside these times.
- 6.13.3. Competition cars may only be moved in the Pits or Paddock with a current full road traffic licence holder seated in the drivers position and in control of the car.
- 6.13.4. A speed limit of 10 mph applies in the Paddock at each Championship Meeting.
- 6.13.5. It is a condition of registration of Paddock vehicles that third party insurance is in place. Competitors are reminded that it is a criminal offence for any person to ride or drive any motor vehicle on the roads or other public areas under the control of the venue promoters unless they are covered by a minimum of third party insurance.
- 6.13.6. A fine of a minimum of £500 may be levied for any infringement of Paddock regulations contained in these Commercial Undertakings at the absolute discretion of the Administrator. Each registered entrant is responsible for the payment of fines incurred by all vehicles entering the Paddock/Pits on their behalf. The decision of the Administrator in respect of this additional penalty shall be final with no appeal to MSC National Court.

6.14. Miscellaneous:

- 6.14.1. Manufacturers/constructors, competitors, entrants and teams and Officials may not either individually or with any such participants or through any representative or agent, procure, solicit or arrange for any supplies, gratuities, products, merchandise, equipment or any other thing of value to be provided from any source whatsoever bearing or depicting any Championship logo and/or any trademark and/or any copyright and/or any image used or associated with the Championship without the prior written permission of the Administrator to do so.
- 6.14.2. All images, photographs, recordings or representations of the participation in the Championship or association with the Championship of manufacturers/constructors, competitors, entrants and teams may only be used for commercial purposes with the prior written consent of the Administrator. No consent is required for normal media reporting of the Championship.
- 6.14.3. All the broadcast, recording, cable, satellite, digital, video, internet and interactive rights and other rights in all media to the Championship and other related events are the sole property of TOCA in perpetuity. Any recording or broadcast of the Championship and other related events or, rebroadcast or reproduction of material without express written permission of the Administrator is strictly prohibited. Manufacturers/constructors, competitors, entrants and teams currently registered in the Championship may, subject to the prior written permission of the Administrator and subject to any conditions that he may impose at his/her absolute discretion, be granted rights to use broadcast material for their own specific promotional use throughout the world without image-rights fees or charges. Rights requested for any other commercial use must be made in writing to the Administrator and if granted will be subject to Licence which may include a fee or charge.

6.15. Awards:

- 6.15.1. For drivers, manufacturers/constructors and entrants of cars other than Guest Competitors permitted to compete in rounds of the Championship under Commercial Undertaking 6.5.4.
- 6.15.1.a. At each Race: Trophies will be awarded to the drivers finishing first, second and third in the Drivers Championship and the driver finishing first in the Independents' Trophy for Drivers. A trophy will be awarded to the winning manufacturer/constructor.
At each Meeting: Following the third Race of each Meeting a trophy will be awarded to the team scoring the most points in the three Races combined at that Meeting in the Teams Championship and a trophy will be awarded to the Drivers scoring the most points in the three Races combined at that Meeting in the Jacks Sears Trophy.

Please also refer to Commercial Undertaking 6.8.4.

- 6.15.1.b. BTCC Drivers Championship: Trophies will be awarded to the drivers finishing first, second and third overall.
- 6.15.1.c Independents' Trophy for Drivers: A trophy will be awarded to the overall winning driver.
- 6.15.1.e. Manufacturers/Constructors Championship: A trophy will be awarded to the overall winning manufacturer/constructor.
- 6.15.1.f. Teams Championship: A trophy will be awarded to the overall winning team.
- 6.15.1.g Independents Team Championship: A trophy will be awarded to the overall winning team.
- 6.15.2. Awards – General:**
- 6.15.2.1. In the event of any Provisional Results or Championship Tables being revised after any provisional presentations and such revisions affecting the distribution of any awards, the competitors or any other recipient of an award concerned must return such awards to the Co-ordinator in good condition within 7 days.
- 6.15.2.2. If applicable, further Awards and Bonus Payment will be notified by Bulletin.
- 6.15.2.3. Entertainment Tax Liability: In accordance with current government legislation, TOCA is legally obliged to withhold tax at the basic rate on all payments to non-UK resident 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, TOCA is required to deduct tax at the relevant rate 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 must be made in writing and not later than 30 days before the payment is due. For further information contact: The Inland Revenue, Foreign Entertainers Unit, Centre for Non-Residents, St John's House, Merton Road, Merseyside, L69 9BB. Tel: 0151 472 6488. Fax: 0151 472 6483).
- 6.16. Tyres:**
- 6.16.1 Each competitor must ensure that the tyres used by them at each Meeting comply with the Regulations. Non-compliance may result in a Fine of up to £50,000 for each and every breach, in addition to any other penalties that may be applied under the Regulations and/or Commercial Undertakings and which may, at the sole discretion of the Administrator, result in exclusion from all or part of the Championship.
- 6.17. Championship Livery:**
- 6.17.1.a. All competing cars must have the prime Championship decals (2) on the exterior bodywork of the competing car. These decals will be in the same position as the GB registration plates on the standard road car of the same model. No other graphics or signage can be placed within 5cm of the border of these Championship decals or which would reduce the visual impact of the Championship decals.
- The Administrator has the right to direct, in his absolute discretion, and enforce exact placement of the decals.
- The prime Championship sponsor decal (approx. size 48cm x 13cm) must also be fixed on the bonnet of the competing car in a position approved by the Administrator.
- The placement of all or any Championship decals are always subject to the approval of the Administrator.
- 6.17.1.b. A Championship sticker (approx. size 30cm x 6cm) must be affixed on each corner of both the front and rear bumpers of the competing car in a position approved by the Administrator.
- 6.17.1.c. A Championship sticker (approx. size 47cm x 13cm) must be fixed at the bottom of each rear door or the adjacent sill or in an alternative suitable position as approved by the Administrator.
- 6.17.2. Every competitor must display the surname of the driver in the bottom half on both rear side windows of the competing car at all times. Upper case letters (100mm high) are to be used for the first letter of the surname, all other letters in lower case - surname only. The lettering, in pre-spaced vinyl without background, is to be in the style of Helvetica Bold and must be in white only
- 6.17.3. Every competitor is to display the surname of the driver in the centred bottom half of the rear window of the competing car at all times. The style of this lettering is to be Helvetica Bold and upper case letters of 100mm high are to be used for the first letter of the surname with all other letters in lower case – surname only.

- 6.17.4 All competing cars must have the official Championship sticker visible to the forward facing on-board camera. No other advertising materials visible to a forward facing on-board camera will be allowed, unless with the express permission of the Administrator.
- Any other in-car advertising or branding, for example on the drivers helmet and overalls which is visible to an in-car camera, are only allowed at the discretion of the Administrator. The decision for the positioning, size, type and acceptability of that advertising or branding rests solely with the Administrator at all times.
- 6.17.5 Official Championship stickers must be displayed on the headlights of all competing cars. The decision for the positioning, size and type of these stickers rests solely with the Administrator at all times.
- 6.17.6 All competing cars must display a sticker on the roof of the competing car for identification purposes for television coverage. These stickers will be no larger than 240mm deep x 470mm wide. The decision for the positioning and type of these stickers rests solely with the Administrator at all times.
- 6.17.7.a. Each driver must wear the Championship badge provided by TOCA (approx. size 12.5cm x 5cm), in a position specified by the Administrator, on the upper chest area of their racing overalls at all times.
- 6.17.7.b. Each driver must wear the Championship badge provided by TOCA (approx. size 10cm x 5cm) on the sleeve of the arm which is on the opposite side of the badge in the upper chest area of their racing overalls at all times in a position approved by the Administrator.
- 6.17.8 Each team registered for the Championship must display Championship stickers on their race transporters and support vehicles that are permitted access to the paddock. The size and positioning of these stickers rests solely with the Administrator at all times.
- 6.17.9. In all matters relating to the fixing and location of Championship livery, the final decision rests with the Administrator.
- 6.17.10 TOCA will only provide five complete sets of Championship stickers per registered car. Any further Championship stickers required must be purchased from TOCA's nominated sticker supplier SDS Graphics or can be printed at the entrant's own cost from the BTCC Design Template (one of which will be provided by TOCA to each registered entrant.)
- 6.18 Emissions Testing:**
- When requested to do so by a BTCC Official, all competitors must make their competing cars and/or scrutineering cars available for emissions testing.

Correct at the time of going to print (errors or omissions excepted). You are strongly advised to check with the Championship organisers for any amendments, alterations or additions to these Regulations that may have been issued after the date of publication. In any event, the onus rests entirely with the competitor and manufacturer/constructor to ensure that they are in possession of all the relevant details and Regulations pertaining to their participation in the Championship.

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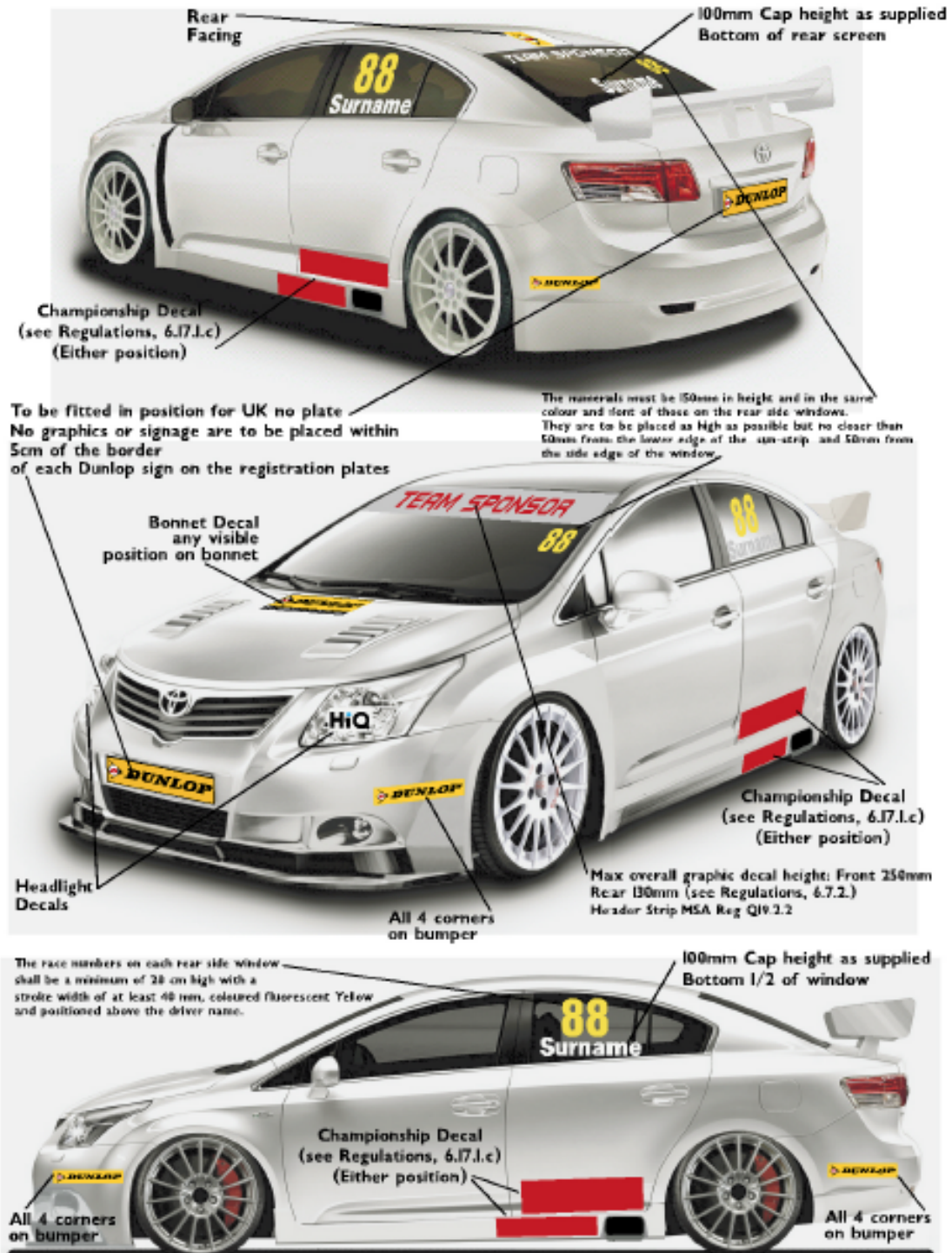
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APPENDIX 1

Championship Livery Requirements.

The decision for the design, positioning and type of these decals rests solely with the Administrator at all times.



N.B. NO Decals to appear on any transparent surface except Headers & Championship decals. Scrutineering Label must be positioned next to side window number on pit garage side.