



2025 British Touring Car Championship

Sporting Regulations & Commercial Undertakings



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1. SPORTING REGULATIONS: GENERAL

1.1. Title & Jurisdiction:

The British Touring Car Championship (the Championship) is organised and administered by BARC (TOCA) Ltd (hereafter referred to as TOCA) in accordance with the National Competition Rules (NCR) of Motorsport UK (ASN) (incorporating the provisions of the International Sporting Code of the FIA) and these Sporting, and Technical Regulations and the Commercial Undertakings.

ASN Championship Permit No: CH2025/R001

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

- the ASN NCR
- these Sporting Regulations
- the BTCC Technical Regulations
- the BTCC Commercial Undertakings

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

ASN Championship Grade: A

In these Sporting Regulations the nomenclature definitions and abbreviations specified in the NCR 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 ASN approval and all such statements will be issued in a Bulletin to the ASN 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 & Their Roles:

1.2.1 The role of the Championship Officials is to carry out their duties as specified in the NCR 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.

1.2.2 BTCC Administrator (“the Administrator”) / TOCA Chief Executive – **Alan Gow** – 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 ASN.

- 1.2.3 BTCC Championship Co-ordinator (“the Co-ordinator”) – **Dan Mayo** – 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.
- 1.2.4. BTCC Clerks of the Course (“the BTCC Clerk”) – **Ian Watson, Dave White** – 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 NCR and of the BTCC Clerk in these Sporting Regulations (as amended from time to time).
- 1.2.5.a. BTCC Chief Scrutineer – **Sam Riches** – 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 NCR 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 a BTCC Technical Commissioner and the BTCC Eligibility Scrutineer.
- 1.2.5.b. BTCC Technical Commissioners – **Sam Riches, Phil Danbury** – Shall be the Technical Commissioners of the Championship and shall have and exercise all the rights, powers and duties of a Technical Commissioner specified in the NCR and of the BTCC Technical Commissioner in these Sporting Regulations (as amended from time to time). The BTCC Technical Commissioners will act as advisor to the BTCC Chief Scrutineer in matters of eligibility.
- 1.2.5.c BTCC Eligibility Scrutineer – **Andy Clark** – 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 NCR 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 Commissioners. When working in conjunction with the BTCC Chief Scrutineer and/or a BTCC Technical Commissioner the BTCC Eligibility scrutineer shall be a Judge of Fact on all matters relating to eligibility.
- 1.2.5.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.
- 1.2.5.e. BTCC Scrutineer – **Emily Platt** – Shall be the Scrutineer of the Championship and shall have and exercise all the rights, powers and duties of a Scrutineer specified in the NCR and of the BTCC Scrutineer in these Sporting Regulations (as amended from time to time). The BTCC Scrutineer will work in conjunction with the BTCC Chief Scrutineer and the BTCC Technical Commissioners and the BTCC Eligibility Scrutineer.
- 1.2.6. Championship Stewards – **Dennis Carter, Colin Hilton, David Lapworth, Simon Taylor, Mike Broad** – Have the rights, powers and duties specified in the NCR. The Championship Stewards shall exercise their function by sitting as a panel. Any three from those listed can act as a panel of the Championship Stewards.
- 1.2.7. Stewards to the BTCC (“the BTCC Stewards”) – **David Evans, Brian Hemmings, Esmor Jones, Alex Maunders, Nicky Moffitt, Richard Norbury, Rod Parkin, Tony Scott-Andrews, Steve Stringwell, Mike Sturney, Adrienne Watson** – Shall exercise all of the functions of the Stewards of the Meeting specified in the NCR (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 listed present and one of the ASN 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. Any three of those listed will be in attendance at Championship Meetings.
- 1.2.8. BTCC Medical Delegate (“the BTCC Doctor”) – **Dr. Paul Trafford** – Shall be the sole nominated medical delegate for the Championship and shall work in conjunction with the Chief Medical Officer at each circuit.
- 1.2.9. “BTCC Officials” shall mean any of those listed in Sporting Regulations 1.2.2., 1.2.3., 1.2.4. and 1.2.5. and any other Officials appointed by the Administrator and notified to competitors by Bulletin.

1.3 Competitor Eligibility:

- 1.3.1. BTCC Entrants (also referred to herein as “Competitors” and “Teams”) must be registered for the Championship and be in possession of a valid 2025 International Entrants Licence (Open or Restricted issued by the ASN. See NCR 4.0.1.16) and a TOCA BTCC Licence (‘TBL’) as per the Commercial Undertakings.
- 1.3.2. Drivers (also referred to herein as “Competitors”) must be registered for the Championship and be in possession of a valid 2025 International Racing Licence (ITC-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 Motorsport UK.
- 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 they intend to compete and may be held by the BTCC Clerk 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 they intend 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 them.
- 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. The use of any NGTC (RML specification) car in any performance related non-Championship event or test by any person or entity associated directly, indirectly or in any other way with a Driver or Entrant or Constructor registered for the Championship renders that Driver or Entrant or Constructor ineligible to compete further in the Championship within the same calendar year unless with the specific written approval of the Championship Administrator.

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 and signed Registration Form, Waiver and Indemnity Agreement and Privacy Policy statement with the Registration Fee must be received by the Co-ordinator prior to 12 noon on Friday, March 14th, 2025. The Administrator has the right at their absolute discretion to accept or reject any registration for the Championship received after Friday, March 14th, 2025, upon such terms as they think fit. Applicants will be notified whether or not they have been accepted as entrants to the Championship by Friday, March 21st, 2025, to a maximum of 32.

A driver, entrant, team and/or manufacturer/constructor who electronically completes the Registration Form, Entry Form, Waiver and Indemnity Agreement, Privacy Policy statement and Medical Forms understands that their electronic signature is the equivalent of manual/handwritten signatures and consent to be similarly bound by them.

Drivers who are accepted into the Championship after Friday, March 21st, 2025, 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, or driver, 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 2024 British Touring Car Championship. Any of these numbers not used by a 2024 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. and Commercial Undertaking 6.11.13 if necessary. 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.ii).

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

1.5. Championship Rounds:

- 1.5.1. The 2025 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:
26/27 April	Donington Park (National)	1	BARC
10/11 May	Brands Hatch (Indy)	2	BARC
24/25 May	Snetterton (300)	3	BARC
07/08 June	Thruxton	4	BARC
21/22 June	Oulton Park (Island)	5	BARC
02/03 August	Croft	6	BARC
16/17 August	Knockhill	7	BARC
30/31 August	Donington Park (GP)	8	BARC
20/21 September	Silverstone (National)	9	BARC
04/05 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, at their 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:

One point will be awarded to the driver who qualifies on Pole Position for the First Race of each Meeting following the conclusion of all judicial action in respect of any Sporting or Technical issue.

One 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 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.

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	

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 only 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 driver in the Drivers Championship who has not scored more than one outright podium prior to the 2025 Championship nor previously won the Jack Sears Trophy. Points will be awarded in the same manner as the Independents Trophy for Drivers. Drivers who have been awarded an outright podium position as a result of post-race judicial proceedings (i.e. those who missed out on an actual podium presentation) prior to the 2025 Championship will remain eligible for the Jack Sears Trophy.
- 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. To ensure compatibility of all systems with TOCA, ITV etc. only VHF radio can be used either analogue or Kenwood Digital.

- 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 affected.
- 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 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.
- The radio must be with and monitored by the nominated Team Manager during all Operational Hours and not passed on to other members of the team.
- Team Managers can call and be contacted directly by: Dan Mayo, Phil Danbury, Andy Clark and Emily Platt.
- It is not permitted to call these TOCA personnel from 10 minutes prior to a Session, during a Session or until 10 minutes after a Session. Team Managers who ignore these limits will be denied from having this access within the system.
- Team Managers can also be contacted directly by BTCC Officials.
- Operational Hours:**
Fridays 12.00 – 17.00 or until the weighing session is concluded
Saturdays 08.00 – 18.00
Sundays 08.00 – 18.00 (or until 30 minutes after the final track activity finishes)
- 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 2 (a & b)).

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 they will be weighed at their 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 a red light 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, Officials and TOCA authorised personnel (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 a 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 their 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 a BTCC Technical Commissioner and/or BTCC Eligibility Scrutineer will check that the car is correctly positioned and if in their sole judgement it is not, they 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 and team will be notified by way of communication from a BTCC official. 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 and team will be notified by way of communication from a BTCC official 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 a 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 and team by way of communication from a BTCC official.
- 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 a 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 a 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 a red light 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 by a BTCC Official.
- 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 and team will be notified by a BTCC Official of such failure and the driver must represent their car for re-checking. After being informed of such failure, the driver must stop at the weighing area to have their car re-checked after completing their 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 their car has been re-checked and found to comply with the ride height and weight check regulations.

Failure to have their 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 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 disqualification 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.

Failure to restart the car in the weighing area as described above (1.10.2.f.) at the end of the Official Qualifying session will result in the disqualification of the driver from that Official Qualifying session.

- 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 disqualified 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 'TOCA Turbo Boost' (TTB) will be applied to drivers in the BTCC by the BTCC Clerk for qualifying and each race.

The TTB system must be operated in accordance with these Regulations and any subsequent amendments, clarifications or directives issued by the BTCC Chief Scrutineer or the Administrator.

The TTB will have different operating methods in Qualifying and Races.

For Qualifying:

The number of seconds per lap that the TTB is available will be reduced based on Championship Order from the second Championship meeting.

For Races;

The number of race laps where TTB deployment is allowed is based on:

Race 1 – Championship Order

Races 2 & 3 – the order of finishing in Races 1 & 2 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 TTB awarded after the First Race will be effective for the Second Race in the same Meeting. The TTB awarded after the Second Race will be effective for the Third Race in the same Meeting.

The Race results of any guest driver will be disregarded for the purpose of determining TTB allocation.

In Free Practice a driver can use up to the maximum TTB permitted per lap.

1.11.1.b. The TTB will be applied in accordance with the following scale:

Championship or Race Position	Qualifying & Race	Qualifying Sessions	Races	
	Deployment Minimum Car Speed (KPH)	TTB Secs/lap	Laps with TTB	
			A Circuits	B Circuits
1	135	1	1	5
2	135	3	2	6
3	135	5	3	7
4	130	7	4	8
5	130	9	5	9
6	125	11	6	10
7	125	13	7	11
8+	115	15	8	12

Note: The B circuits are Brands Hatch (Indy), Knockhill & Silverstone. All other circuits are A.

Should two or more drivers be tied on points, those drivers shall be awarded equal Championship TTB allocation.

- 1.11.1.c.i). Cars registered for the Championship after March 21st, 2025, and/or those cars that miss one or more Championship Meetings may carry a Late Entry TTB, the amount of which will be stipulated at the sole discretion of the Administrator.
- 1.11.1.c.ii). Any driver, including substitute drivers, who takes-over the registered car of another driver will also take over the TTB (1.11.1.c) of the departing driver up to that time, or an amount stipulated at the sole discretion of the Administrator.
- 1.11.1.d. The TTB scale may be subject to review at any time during the currency of the 2025 Championship, due to sporting and/or technical necessity, by the Administrator who may implement a variation by way of a Bulletin issued by the Co-ordinator normally giving a minimum of 12 hours notice. This notice period may be reduced in some circumstances by the Administrator.
- 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 at any time during the Championship by the Administrator, who may implement a variation by way of a Bulletin issued by the Co-ordinator normally giving a minimum of 12 hours notice. This notice period may be reduced in some circumstances by the Administrator.
- 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 2025 Championship by the Administrator who may implement a variation by way of a Bulletin issued by the Co-ordinator normally giving a minimum of 12 hours notice. This notice period may be reduced in some circumstances by the Administrator.
- 1.11.2.c. When stationary on the grid after the Formation 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 2025 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 in the Pit Lane during Free Practice, or at any time during 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 disqualification by the BTCC Clerk of the competitor's Qualifying times from the Official Qualifying session or disqualification 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 they 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 their 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.
 - vi) information relayed direct from Race Control to the driver.
- 1.11.7.b. The download/upload of data in the Pit Lane/Garage must be through a hard link-up or by an approved wireless connection only while the car is stationary. Infrared data connection to the car is not permitted.
- 1.11.8. Light panels, which may be supplemented or replaced by flag signals, will be used to display signals to competitors in accordance with Q.12.24, and these signals will be reinforced by a signal displayed within the dash. Whatever method is used to display a signal it has the same meaning and regulatory value.
- 1.11.9. No team personnel should be working underneath any part of the car without Air Jack Safety Supports being in place. Failure to comply will result in a range of penalties up to and including disqualification from that Session, Official Qualifying or Race.

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. Initial scrutineering will follow the self-declaration route with random audits prior to an Event. The requirements will be notified to Team Managers by the BTCC Chief Scrutineer.
- 1.12.2. When a car is nominated by the BTCC Chief Scrutineer and/or a 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 disqualification 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 disqualification 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 a 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 a 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 a 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 a 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 a 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 a BTCC Technical Commissioner.
- 1.13.4. The BTCC Chief Scrutineer and/or a 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 a 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 disqualification of the car from the results. The BTCC Chief Scrutineer and/or a 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 a 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 a 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. Goodyear is the sole nominated tyre supplier for the Championship. Only tyres supplied and fitted by Goodyear 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 their 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 their 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 Centre) 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 must be used in accordance with the table below:

CHAMPIONSHIP MEETING	Tyre A	Tyre B	Tyre C	Carryover Tyres	Total New Tyres	Notes
	White	Yellow	Red			
	Soft	Medium	Hard			
Donington (National)	4	16		N/A	20	
Brands Hatch (Indy)	12		4	8	16	Free choice of carryovers. B carryover tyres may only be used in FP1 & FP2
Snetterton	12		4	8	16	Free choice of carryovers. B carryover tyres may only be used in FP1 & FP2
Thruxton			20	4	20	C carryover tyres from the Brands Indy & Snetterton Championship Meetings
Oulton Park (Island)	12		4	8	16	Free choice of carryovers. B carryover tyres may only be used in FP1 & FP2
Croft	12		4	8	16	Free choice of carryovers. B carryover tyres may only be used in FP1 & FP2
Knockhill	12	4		8	16	Free choice of carryovers. C carryover tyres may only be used in FP1 & FP2
Donington (GP)		8	4	12	12	Free choice of carryovers. Free choice of tyre compound in Qualifying
Silverstone (National)	4	8		12	12	Free choice of carryovers. Free choice of tyre compound in Qualifying
Brands Hatch (GP)	4	8		12	12	Free choice of carryovers. Free choice of tyre compound in Qualifying

*Highlighted tyre is the Standard for that event

- 1.14.d.i A driver must use one complete set (4) of 'option' tyres for the entirety of one Race at all Championship Meetings except Thruxton, subject to adverse weather conditions.

Any driver that finishes in the top three of the first Race of a Championship Meeting, prior to any judicial matters, must use the hardest compound tyre remaining available to them at that Event in the second Race of that Championship Meeting unless adverse weather conditions apply and grooved/wet tyres are used.

'Option' tyres may be used in any Free Practice session(s) but are not permitted to be used in Qualifying, except at the Donington Park (GP), Silverstone and Brands Hatch (GP) Championship Meetings where drivers may use complete sets (4) of both the 'option' tyre and standard tyre but must not mix the sets. At the Brands Hatch (Indy), Snetterton, Oulton Park, Croft and Knockhill Championship Meetings drivers may use their Carryover Medium tyres only in Free Practice.

Registered Team Managers must declare to the BTCC Scrutineer in writing their choice of tyre no less than 10 minutes prior to Pit Lane Opening for each Race. The information will be treated as confidential by TOCA and will only be published once the Pit Lane has closed.

For the avoidance of doubt, a driver is deemed to have used their allocation of 'option' tyres as soon as the car has left the pit-lane. Tyre type may not be changed on the grid, with the exception of adverse weather conditions which may require changing to 'grooved' tyres on the grid. If a driver cannot use the set of 'option' tyres in the race he declared purely due to adverse weather conditions, the driver must use that set of 'option' tyres in the next possible race at that same event.

If a driver starts a race on grooved/wet tyres but then changes to slick/dry tyres during that race the driver must only use the slick/dry tyres in accordance with these regulations.

Where the 'option' tyre is Soft: Should a driver be unable to use their declared 'option' tyre in the first Race of a Championship Meeting, purely due to adverse weather conditions, and finishes in the top three of that Race then they must use the hardest compound tyre remaining available to them in the second Race of that Championship Meeting – i.e. not the 'option' tyre declared for the first Race. In this scenario, the 'next possible race at the same event' for a driver to use the 'option' tyre declared for the first Race would be the third Race of that Championship Meeting.

Teams will be permitted to have two new or part worn (subject to inspection by Goodyear) joker 'option' compound tyres (per car), of the relevant type for the first three Championship Meetings only, as spares. These will be marked as such and retained by the team 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 applicable event.

It is permitted to carry forward any part worn or new previously marked/declared tyres ('Carryovers') from a previous Meeting where that particular tyre was used as part of the driver's allocation for the Event. Carryover tyres are subject to approval by Goodyear that, in their sole opinion, the tyre is in an acceptable condition to race.

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 where applicable save for Thruxton where up to 20 new hard compound tyres are permitted.

- 1.14.1.d.ii The number of previously marked/declared tyres may be increased if less than the specified number of new tyres are marked/declared, always provided that the total number of tyres is not exceeded at any time.

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

- 1.14.1.d.iii All tyres must be marked with an identification number(s) (and letter(s) as advised in the Scrutineering Manual) 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/Wet Tyres (Blue): There is no limit on the number of grooved/wet tyres used at a Meeting. It is not permitted to modify the Goodyear declared BTCC groove pattern in any way.
- Goodyear will make available a maximum of 3 sets of grooved/wet tyres per car per Championship Meeting. Additional sets can be purchased from Goodyear by advising them by the Friday of the week prior to the start of a Championship Meeting.
- 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 Exit at the start of all Qualifying Sessions and Races, and at 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) by the 3 minute signal and all equipment used must then be removed from the grid immediately thereafter (see table in 3.5.2.b). 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. Tyres must only be inflated with air or nitrogen.
- 1.14.2.g. The fitment of tyre pressure/temperature sensors/monitors to wheels is prohibited.
- 1.14.3 *Penalties:*
- Failure to use the correct tyres in any either Official Qualifying or a Race will result in the disqualification of the driver from that Official Qualifying session or Race.
- 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 a BTCC Technical Commissioner and/or the BTCC Eligibility Scrutineer. In the event that an engine requires replacement, the BTCC Chief Scrutineer and/or a 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 a BTCC Technical Commissioner and/or the BTCC Eligibility Scrutineer and may be subject to conformity checks to the Regulations.

1.16.2. Each registered driver is permitted a maximum of two engines, new or previously used during the course of the Championship. It is at the entrant's sole discretion as to how engines are distributed between their registered cars. If any car does not participate in all rounds of the Championship this allocation shall be reduced in accordance with 1.16.14. It is permitted to change an engine without penalty provided that the seals for that driver are not removed, broken or altered in any way.

1.16.3. Each registered entrant is permitted a maximum of two new engines per registered car during the course of the Championship and it is at the entrant's sole discretion as to how those engines are distributed between their registered cars. If any car does not participate in all rounds of the Championship this allocation shall be reduced in accordance with 1.16.14. It is permitted to change an engine without penalty provided that the seals are not removed, broken or altered in any way.

1.16.4. Each registered Manufacturer / Constructor is permitted a maximum of two new engines per registered car during the course of the Championship and it is at the entrant's sole discretion as to how those engines are distributed between their registered cars. If any car does not participate in all rounds of the Championship this allocation shall be reduced in accordance with 1.16.14. It is permitted to change an engine without penalty provided that the seals are not removed, broken or altered in any way.

1.16.5. 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 an engine after the first Race of a Championship Meeting may count as one engine change, subject to the prior approval of the Administrator.

To qualify as a 'temporary engine changeover', the original sealed engine must be re-fitted to the car, with the TOCA seals intact, prior to it taking part in any authorised test session / shakedown test / Practice / Qualifying session or start procedure at the next Championship Meeting.

TOCA engined teams may fit their owned TOCA engine as a temporary changeover engine in the event that a lease TOCA engine isn't available. This may count as one engine change, subject to the prior approval of the Administrator.

At the final Championship Meeting of the season, this 'temporary' aspect of an engine changeover will not be permitted.

- 1.16.6 Engine seals may only be removed under the supervision of the BTCC Chief Scrutineer and/or a BTCC Technical Commissioner and/or the BTCC Eligibility Scrutineer for the purpose of repairing leaks or visual inspection. Provided that no mechanical work is carried out other than the repairing of a leak by the replacement of gaskets and seals then the engine will be resealed and will not be deemed to be a new engine.
- 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 a 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.
- 1.16.7 If the work permitted in Sporting Regulation 1.16.6 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.
- 1.16.8 Once the engine seals have been removed, broken or altered in any way other than for the reasons defined above in 1.16.6., the engine is deemed to become a new engine and must be resealed again prior to any further use.
- 1.16.9 The BTCC Clerk will deduct five Championship points from the Drivers Championship for the first change of engine for that driver over and above the permitted number, 10 points for the second change, 15 points for the third change and so forth, even if this results in a minus score.
- 1.16.10 The BTCC Clerk will deduct ten Championship points from the Teams and/or Independents Teams Championship for the first change of engine for that Entrant over and above the permitted number, 20 points for the second change, 30 points for the third change and so forth, even if this results in a minus score.
- 1.16.11 The BTCC Clerk will deduct ten Championship points from the Manufacturers/Constructors Championship for the first change of engine for that Manufacturer/Constructor over and above the permitted number, 20 points for the second change, 30 points for the third change and so forth, even if this results in a minus score.
- 1.16.12 In exceptional circumstances, the BTCC Clerk (following consultation with the Administrator) may allow an engine to be changed without penalty.
- 1.16.13 At the sole discretion of the Administrator a Team using an engine that has been first homologated for the current Championship may be permitted one extra engine during the course of the Championship without penalty.
- 1.16.14 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 Regulations 1.16.9, 1.16.10 and 1.16.11 will be applied.

1.17 Brake Discs:

1.17 After the pre-season BTCC Official test day (see CR 6.11) and prior to any use at any championship Meeting, all Competitors must declare the serial numbers of all the brake discs they intend to use at that Meeting to the BTCC Chief Scrutineer and/or a BTCC Technical Commissioner and/or the BTCC Eligibility Scrutineer.

Each registered Driver of a front-wheel drive vehicle is permitted a maximum of 30 sets (2 front / 2 rear) of new brake discs during the Championship. It is at the Entrant's sole discretion as to when those sets of brake discs are used throughout the season. If any FWD car does not participate in all rounds of the Championship through Force Majeure then the permitted allocation shall be reduced by 3 sets per Meeting.

Each registered Driver of a rear-wheel drive vehicle is permitted a maximum of 22 sets (2 front / 2 rear) of new brake discs during the Championship. It is at the Entrant's sole discretion as to when those sets of discs are used throughout the season. If any RWD car does not participate in all rounds of the Championship through Force Majeure then the permitted allocation shall be reduced by 2 sets per Event.

At the first Championship Meeting a set of undeclared but previously used brake discs may be used in Free Practice 1 & 2 only. At all other Championship Meetings only used previously declared discs may be used in Free Practice sessions.

In exceptional circumstances, the BTCC Clerk (following consultation with the Administrator) may allow a pair of discs to be changed without penalty.

A breach of the above regulations may render the vehicle subject to disqualification from that qualifying session or race(s) where the use of any brake disc is outside of this regulation.

1.18. Parc Fermé:

1.18.1. No persons other than Officials charged with supervision and TOCA authorised personnel may enter the Parc Fermé. No intervention of any kind is allowed unless authorised by the BTCC Chief Scrutineer and/or a BTCC Technical Commissioner and/or the BTCC Eligibility Scrutineer.

1.18.2. Parc Fermé regulations will apply in the area between the Finish Line and the designated Parc Fermé area.

1.18.3 The driver must ensure that any detachable steering wheel is re-attached while a car is under Parc Ferme conditions.

2 SPORTING REGULATIONS: JUDICIAL PROCEDURES

- 2.1. In accordance with Chapter 2 of the current ASN NCR as amended by these Sporting Regulations in accordance with NCR 2.0.1.4.
- 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 ASN National Court in accordance with the procedures set out in the NCR 2.6.

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

- 3.1.1. The BTCC Entry Form is contained within a separate Appendix 1 of 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, March 14th, 2025.
- 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 08.45hrs on the Official Qualifying day unless advised otherwise prior to the Meeting. Failure to attend may result in a fine of a minimum of £250 being imposed by the BTCC Clerk.

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

- 3.3.1.a. Two Free Practice sessions each of 35 minutes' duration will be scheduled prior to the Official Qualifying session at each Meeting.
- 3.3.1.b. These Free Practice sessions will be timed. 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.
- 3.3.1.c. Should a car receive mechanical assistance to return to the Pits during Free Practice sessions, that car may be able to continue in the Session at the discretion of the BTCC Clerk. Cars that return to the Pits after being pushed by Marshals will be permitted to continue in the Free Practice Session.

Official Qualifying:

- 3.3.2.a. One three-part Official Qualifying session will be scheduled at each Meeting for BTCC competitors.

3.3.2.b. Qualifying Part 1:

Cars will be divided into two Groups with a session of 10 minutes duration for each Group in part 1. The Groups will be decided by Fastest Lap times set in the Free Practice session preceding the Official Qualifying session.

Group 1 will consist of cars that finished in odd numbered positions in that Free Practice session.

Group 2 will consist of cars that finished in even numbered positions in that Free Practice session.

Group 1 will take part in qualifying first and then Group 2 will commence their session when instructed to do so by the BTCC Clerk as soon as possible after the last car from Group 1 enters its Pit Bay.

Any cars not setting a timed lap in that Free Practice session, will be ranked behind the cars that set a timed lap in order of fastest times set in an earlier Free Practice session. If no times were set in an earlier Free Practice session, those cars will be placed in either Group 1 or 2 by random draw.

The top six cars in each Group will proceed to Qualifying Part 2.

The times achieved in Part 1 will be used to set grid positions 13 downwards with cars that do not progress into Part 2 from Group 1 lining up on the odd-numbered side of the grid, and cars that do not progress into Part 2 from Group 2 lining up on the even-numbered side of the grid.

- 3.3.2.c. Qualifying Part 2:**
- Part 2 will commence within five minutes after the last car from Group 2 in Part 1 has entered its Pit Bay.
- Part 2 of qualifying will be scheduled with a duration of 10 minutes for the 12 cars remaining from Part 1. The top six cars from this Part 2 will proceed to Part 3.
- Cars can only use one set of dry/slick tyres in Part 2.
- The times achieved in Part 2 will be used to set grid positions 7 to 12.
- 3.3.2.d. Qualifying Part 3:**
- Part 3 will commence within five minutes after the last car from Part 2 has entered its Pit Bay.
- Part 3 of qualifying will be scheduled with a duration of 10 minutes for the six cars remaining from Part 2.
- Cars can only use one set of dry/slick tyres in Part 3.
- The times achieved in Part 3 will determine grid positions 1 to 6.
- 3.3.3.** Should two or more drivers have set identical times in a Qualifying Part, priority will be given to the driver who set it at the earliest point in that Part.
- 3.3.4.** 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.
- 3.3.5.** Should any Part of the Official Qualifying session be disrupted, where possible the BTCC Clerk will resume the session to achieve the Championship criteria, usually with a minimum of five minutes to go.
- Should Part 3 of the Official Qualifying session be disrupted by a red flag in the last two minutes, that Part will be restarted to allow all remaining cars to do one timed lap providing the car has exited the Pit Lane within 30 seconds of the restart.
- 3.3.6.** Any driver deemed to have caused a stoppage, or yellow flag situation that hinders other competitors, during any Part of Official Qualifying, or otherwise interrupts the session as may be determined by the BTCC Clerk, will have their two Fastest Lap times cancelled from that Part and the driver will not be permitted to move into the next Part of the session.
- Any driver deemed to have caused two stoppages, or two yellow flag situations that hinder other competitors, will have all their times cancelled and they shall not participate further in the Official Qualifying session. They will start the First Race at the back of the grid.
- If, in the opinion of the BTCC Clerk, a stoppage during any Official Qualifying is caused deliberately or by driving in a manner deemed to be potentially dangerous by any driver and/or entrant then the driver(s) concerned may have all their times from that session cancelled.
- 3.3.7** Any driver who is adjudged to have exceeded track limits on the final corner of a lap during Qualifying will have that lap time and the next lap time cancelled.
- 3.3.8.** Each driver should usually 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 NCR. The BTCC Clerk shall have the right to disqualify any driver whose Qualifying times or driving are considered to be unsatisfactory - as per NCR 12.6.3

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 three 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 three 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.

- 3.3.9. All cars selected must proceed to the designated weighing area for technical and/or safety checks.
- 3.3.10. 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.
- 3.3.11. In the event that one driver impedes another during free practice or qualifying, whether inadvertently or not, then the BTCC Clerk may impose any of the penalties specified in the NCR

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 Regulations 3.3.2. and 3.4.2. up to the maximum number of starters permitted by the ASN 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 ASN 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 ASN Circuit Licence for that venue. Any number between, and including, the first six and 12 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. Any driver who falls within the reversed grid positions and who then receives a time penalty relating to the Second Race will maintain their grid position in accordance with the finishing order of the Second Race prior to any such judicial action, unless that time penalty amends their finishing position to become outside the reversed grid positions. All other classified finishers will be allocated grid positions in accordance with their finishing order from the Second Race subject to any judicial action in respect of any Sporting or Technical issue. 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 there is time to do so.
- 3.4.2. Should a driver not have set a Qualifying time they 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 3.3.8. 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 session preceding the Official Qualifying session at that Race Meeting (i.e. fastest first etc.).

For the avoidance of doubt, a driver that participates in a Qualifying session and whose times are disqualified should take a grid position at the back of the grid but ahead of a driver who does not participate or set a Qualifying time in that session.

3.4.3. The grid formation will be at the discretion of the BTCC Clerk within the 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 cannot 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. It will remain open for a period of 3 minutes, whereupon drivers must exit the Pit Lane and go straight to their grid positions.

Harsh acceleration or deceleration, as judged by BTCC Officials, is not permitted when approaching or manoeuvring within a populated grid. For the avoidance of doubt, harsh acceleration includes the spinning of wheels. Failure to comply with this regulation will be treated in the same way as failure to comply with the pit lane speed limit during Races.

3.5.1.b. After completion of the countdown sequence, competitors will undertake two Formation Laps at circuits where the track distance is less than 1.75 miles (Brands Hatch Indy, Knockhill and Silverstone National). At all other circuits, competitors will only undertake one Formation lap.

3.5.1.c. Any cars recovered to the Pit Lane during the countdown sequence, still in the Pit Lane or removed from the grid after the Pit Lane is closed and before the Formation 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 Formation 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 Formation 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 Formation 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 Formation Lap(s) to the extent that ALL other cars are ahead of them, may complete the Formation 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 handheld equipment is permitted on the grid. It is not permitted to take tyre trolleys on the grid. Tyre skates/barrows holding no more than one set of wheels/tyres may be taken to the grid at Oulton Park, Croft, and Knockhill, only to cars that are in Grid Positions before the Entry to the Pit Lane. 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 passed a car’s Pit Bay in the Pit Lane when making 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 clearly visible BTCC Pit Lane passes, 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 only with a valid BTCC Grid Access pass. 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. It is the onus of the team to ensure that non-essential personnel are swiftly cleared from the grid when instructed to do so.

3.5.2 **Races:**

3.5.2.a The Pit Lane will be closed at the 12 minutes (unless otherwise notified in a Championship Bulletin) to start of the Formation 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 Formation Lap(s) shall be (unless otherwise notified in a Championship Bulletin):

Activity / Warning	Timing
Pit Lane Open for 3 minutes / Audible & Visible	15 mins
Pit Lane Closing in 1 minute / Audible & Visible	13 mins
Pit Lane Closed / Audible & Visible	12 mins
Clear grid of all non-team personnel (but not Start Line board holders) and major equipment/ Audible & Visible	5 minutes
All tyre/wheel changes must be completed. Remaining equipment and Start Line board holders to leave the grid./ Audible & Visible	3 minutes
All wheel torque tightening must be completed. 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 Formation lap(s) in 30 seconds / Audible & Visible	30 seconds

As soon as all cars are in position at the end of the Formation 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 Formation Lap(s) have not been completed

3.5.3.b When the Formation 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 Formation 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 Formation 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 Formation lap. If the driver can (quickly and easily) start the stalled car whilst being initially pushed off the grid, then they may rejoin at the rear of the field - providing that they can rejoin at the rear of the field during the Formation lap, stop at the final grid position and take the Race start at the same time as all other cars. Otherwise they 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 they 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 them 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 Race starts. For the avoidance of doubt, a Competitor will be adjudged to have made a false start if any part of their car is either forward of their grid marking or is moving before the start signal is given.
- 3.6.2. Competitors adjudged to have made a false start will be penalised by the BTCC Clerk by means of the following:
Out of position: A minimum of a 5 second Time Penalty
Moving after the showing of the 5 second board and before the start signal is given: A minimum of a 10 second time penalty or greater at the discretion of the BTCC Clerk.
- Notification of these penalties will be by way of communication from a BTCC Official and/or via the timing screens. There is no right of appeal against these penalties.
- 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 ASN, 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) unless otherwise notified by way of a Bulletin.
- Competitors must use the mandatory ECU Pit Lane speed control during all Sessions 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 above 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(s) that will be operated by a Judge(s) 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, disqualification 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 or when leaving the weighing area. For the avoidance of doubt, harsh acceleration includes the spinning of wheels. 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 their 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. They 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 a BTCC Technical Commissioner and/or the BTCC Eligibility Scrutineer.
- 3.7.6. If a driver overshoots their 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 a minimum 6 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: 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.c. 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.a. 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.
- 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.
- As soon as a competitor has completed their 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.
- 3.7.10.b. For All Races: The permitted personnel (other than Officials) in the Pit Lane must include:
- One Car Controller: They 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.
- 3.7.10.c. 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 and Pit Lane Opening for all Races – Angle parking in formation nose out towards the Pit Lane.
- Official Qualifying Sessions – Angle parking in formation nose in towards the Pit Garage (at Knockhill, nose in within the Pit Bay).
- 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 disqualification 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 light or flag signal 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. Except for Official Qualifying at Knockhill and Silverstone, 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.

For the Knockhill and Silverstone Championship Meetings only, when the Pit Lane is opened at the Start of Official Qualifying, and for any Session Restarts during Official Qualifying, 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. 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 Lights/Flags will be displayed at the Start Line and at all Marshals Signalling Posts around the track. This is the signal for all drivers to immediately cease driving at racing speed, proceed slowly (approx. 50 mph), without overtaking and with maximum caution to the Pit Lane, 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. Should a car receive mechanical assistance to return to the Pits during Official Qualifying and the Races, that car will not be permitted to continue in that Official Qualifying or Race.

- 3.8.1.c. Should any Part of the Qualifying Session be stopped that Part may be restarted with a minimum of 5 minutes to go providing the BTCC Clerk considers it is practical to do so.

For stoppages within the last two minutes of Part 3 of Qualifying see CR 3.3.5.

- 3.8.2. Should the need arise to stop a Race, RED Lights will be switched on at the Start Line and Red Flags/Lights 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 follow the appropriate procedure set out below (3.8.2.a or 3.8.2.b).

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 declared as ‘no contest’. The Race will restart from the original grid positions for all Competitors able to take the restart. 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 and the countdown will start at the 5 minutes signal.
- During such a stoppage a maximum of four team personnel per car will be permitted on the grid when authorised to do so by a BTCC Official.
- 3.8.2.b. Case B – More than two laps completed by the Race leader but less than 75%.
- All cars must enter the Pit Lane and without stopping at their allocated pit area proceed to the Pit Exit to form up in a single line in the Fast Lane. Marshals will reorder the cars into the order specified by the restart grid with any lapped cars forming a second line in order on the inner lane. The Safety Car will proceed to the Pit Exit and the restart procedure will be in accordance with 3.13.16 with the Pit Lane considered to be the grid.
- The Race will restart from a grid set out by the finishing order of part one (as per NCR 12.6.9.1.b). The result of the Race will be the finishing order at the end of the restarted race. The length of the restarted Race will be determined by the BTCC Clerk and the countdown will start at the 5 minutes signal.
- During such a stoppage:
- a) a maximum of four team personnel may work on a car at any time
 - b) no tyre changes may be undertaken unless either on grounds of safety with the approval of the BTCC Chief Scrutineer or if the conditions have changed significantly since the race was stopped in the opinion of the BTCC Clerk who may decide to allow competitors to change from grooved/wet tyres to slick tyres or slick tyres to grooved/wet tyres in accordance with these regulations.
- 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 NCR 12.6.9.1.e, 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 50% 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. For races that have completed between 50% and 75% (inclusive) of the original Race Distance, 50% of the normal Championship points will be allocated.
- 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.
- 3.9. 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 a 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 they 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 their 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 them 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 a 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 a 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 disqualified 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.
- While under Parc Fermé conditions outside of the garages or in the Pit Lane, though not in the Parc Fermé area adjacent to the weighing area in the Pit Lane, teams will be permitted to check wheel torque, which will require a mechanic to sit in the car to apply the brakes.
- 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 published electronically and 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 their 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 12 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 12 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 12 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/Lights or even the Black Flag/Lights requiring the driver(s) concerned to Pit and report to them. 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 NCR 12.8.2.) 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 NCR 5A.5.1.3.r.) 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 the light panels will display the "SC" signal and 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/Light signals, SC Boards/Lights, 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 From the time the safety car extinguishes its lights all drivers must cease weaving, braking and/or accelerating, must maintain the same speed as that set by the leader and be no more than two car lengths from any car ahead of them.
- The leader is required to maintain approximately the same speed as the safety car was using prior to extinguishing its lights, until the leader reaches the restart point which has been designated and marked by TOCA at a point between the final corner and the finish line – after which point the leader shall then accelerate smoothly back to racing speed and the Green Flag will then be given.
- All cars must maintain their respective track positions and with no overtaking or overlapping until they pass the Green Flag at the control line.
- A time penalty may be imposed on any Driver who, in the opinion of the BTCC Clerk, fails to follow the procedure outlined above.
- Any car with a mechanical issue, or any driver who simply wants to take themselves out of the pack (i.e. a back-marker trapped out of position amongst the leaders), must move completely to the opposite side of the track as far away as possible from the line of other cars clearly indicating their intention to do so.
- 3.13.12. Following the display of the start signal Yellow Flags/Lights and SC Boards/Lights at the marshals posts will be withdrawn and be replaced with green light panels and waved Green Flags for one lap. The waved Green Flag will flow around the circuit in both directions, as an adjacent post displays their waved Green Flag. Flashing green lights may also be used at the startline and at other points around the circuit.
- This system may be supplemented by a message being simultaneously broadcast to all marshals' posts if such a communication system is available.
- 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 come to a stop at a position indicated by the Safety Car observer (which will usually be either the pit lane, 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/flashing Yellow Lights 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 disqualified 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 disqualified 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 a 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. Should the BTCC Chief Scrutineer and/or a 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 disqualify 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 Qualifying Session or 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 NCR 2.7.Part C., 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 NCR and in addition may impose (or may decide to suspend the immediate imposition thereof) the following penalties:

i) 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:

ii) disqualify participation of that driver from the first round at the next Meeting of the Championship
and/or may

iii) impose a fine against the driver. Future participation in the Championship shall not be permitted until this fine has been paid

and/or may

iv) forfeit a maximum of 24 Championship points even if this results in a minus total.

and/or may

v) Issue a reprimand, which may include forfeiture of a Qualifying time or times

and/or may

vi) 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 committing an offence as detailed within NCR 2.12.1.2 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 NCR (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.

4.2.2.v. After announcing a decision verbally to the competitor the decision sheet will be sent to the competitor electronically and published on the event electronic noticeboard. The time limit for any further appeal will be 30 minutes from the time that the decision was announced verbally to the competitor.

- 4.2.3. A Drive Through Penalty or Stop-Go Penalty shall be applied in accordance with the following procedures (in accordance with NCR 12.10.2):-
- 4.2.3.a. The BTCC Clerk (or other BTCC Official authorised by them) 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 their 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 their 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 disqualification, 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. disqualification 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 them 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 NCR, 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. Disqualification 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 **BTCC 'Strike' System:** Any driver who has received a penalty of any kind, as listed in NCR 2.2.1 that relates to driving standards, will (on the judgement of the Clerk Of Course) be given a 'Strike'.
- 4.4.5.a. On receiving a first Strike, a driver will be given an additional Championship penalty of a 3-place grid penalty for the next available Race. On receiving a second Strike, a driver will be given an additional Championship penalty of a 5-place grid penalty for the next available Race. On receiving a third Strike, a driver will 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.
- 4.4.5.b. On a fourth Strike the driver will receive a one-race ban to be taken at the next available Race, on the fifth Strike the driver will receive a two-race ban to be taken at the next available Races and on the sixth Strike the driver will receive a three-race ban to be taken at the next available Races. On the seventh Strike the driver will be disqualified from the Championship for the remainder of the Season. Every Strike from and including the third Strike 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.
- 4.4.5.c. A Strike will remain valid and on a Driver's record for 12 months from the date applied.
- 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 disqualified 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 ASN National Court in accordance with procedures set out in the NCR 2.5.2 and 2.6. and such an Appeal shall be conducted as if it were an Appeal against a decision of the Stewards of a Meeting.
- 4.5. By registering for the Championship all competitors and their associates commit to positively promote and demonstrate the ASN's Respect Code which is appended to these regulations (Appendix 3).
- 4.5.1. Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to the ASN.
- 4.5.2. It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Coordinator and/or Safeguarding Officer who will also relay the report to the ASN. Details of the ASN's Policies and Guidelines are available at www.motorsportuk.org/resource-centre by selecting Policies and Guidelines.

5 TECHNICAL REGULATIONS

5.1 General Description

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

- 2025 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 Scrutineering Notes issued by the BTCC Chief Scrutineer and/or published on 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 Vehicle Homologation must be submitted for approval no later than Friday, March 14th, 2025. Applications for Engine Homologation must be submitted by Friday, February 14th, 2025.

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:
- Motorsport UK Roll Cage Homologation papers for each chassis
- BTCC Pre-Season Declaration
BTCC Driver Equipment Declaration
BTCC Pre-Event 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 electronic Technical Log Book(s) and comply with the directives contained therein and with all Technical Bulletins. The Technical Log Book(s) must be electronically signed by the team manager and returned to TOCA Technical 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 their Race Car complies with these Technical Regulations in their entirety at all times during a Meeting.

5.2.5 **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.

5.2.6 **Timing Modules**

Information and instructions on Timing Modules will be released by official Bulletin.

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.

5.2.7 **Fuel**

5.2.7.1 The sole supplier of fuel for the Championship, appointed by TOCA, is Haltermann Carless UK Ltd. Details of the specification, purchase, distribution, technical queries and all other arrangements concerning this fuel can be obtained from Adrian Stuart on mobile number 07900 743329 or e-mail astuart@h-c-s-group.com Orders should be sent to Vital Equipment Ltd on land line number 01981 241169 or e-mail info@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.

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

5.2.7.3 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 NCR 3.0.12. 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.

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

5.2.8 **Noise Control**

5.2.8.1 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.

The maximum noise level is 115 dB(A) at 4500 rpm measured at 0.5 metres distance and at a 45 degree angle to the point of exit of the exhaust(s) and at a height above the ground of 0.5m ±0.1m.

- 5.2.9 **Pit Equipment**
- 5.2.9.1 With regard to equipment used to facilitate Pit Stops, the BTCC Chief Scrutineer and/or a BTCC Technical Commissioner has the right to reject and/or enforce modification of any of the equipment at their discretion.
- 5.2.10 **On-board Electronic Devices**
- 5.2.10.1 Cars are only permitted to carry the electronic devices listed in the BTCC Technical Manual and must use TOCA approved firmware and software. Approved versions will be published before the start of the season and if changes to these are needed throughout the season they will be communicated to the teams.
- 5.2.10.2 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 a 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 disqualification from the Championship by the Administrator or to the imposition of any of the penalties set out in Regulation 4.4.
- 5.2.10.3 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).
- 5.2.11 **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.
- 5.2.12 **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 Fermé 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 Fermé to aide engine cooling. This is not permitted in the podium Parc Fermé 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.

5.2.13 **Tyres**

The only Goodyear tyres permitted in 2025 are those specified below:

636894	265/660R18 GY RM9000-L TC 02W2 (Blue wet-left)	K61W CM353
636895	265/660R18 GY RM9000-R TC 02W2 (Blue wet- right)	K61W CM353
637712	265/660R18 GY SLICK TC 03A2 (White)	Soft (A)
637713	265/660R18 GY SLICK TC 03B3 (Yellow)	Medium (B)
637714	265/660R18 GY SLICK TC 03C3 (Red)	Hard (C)

5.2.14 **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.

5.2.15 **Incident Data Recorders (IDR):**

All cars are required to carry an FIA IDR. The Competitor must ensure that it is fitted as specified.

5.2.16 **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 Championship Meeting – any subsequent changes must be advised a minimum of 1 hour before the second & third races

5.2.17 **TOCA Engines**

A purchased engine may only replace a leased engine after the first Race at a Championship Meeting in cases of force majeure and with permission of the Administrator.

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 Chapter 3 are binding.

5.3.1 **Helmets (FIA Appendix L Chapter III Art. 1)**

Only helmets approved in accordance with FIA standard 8859-2015 (Technical List N°49) or 8860-2018 (Technical List N°69) or 8859-2024 (Technical List N°107) 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 FIA 8856-2018 standard (Technical List 74). 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 8858-2010 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 THESE COMMERCIAL UNDERTAKINGS RELATING TO PARTICIPATION IN THIS CHAMPIONSHIP AND TO THE DECLARATIONS THAT FORM PART OF THE ENTRY INTO THIS CHAMPIONSHIP. These Commercial Undertakings are not subject to the Judicial procedures of either the Championship Stewards and/or the ASN/Motor Sports Council.

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 NCR 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 delivery to the competitor by hand.

All competitors, teams, manufacturers/constructors and their team members agree to be bound by the Commercial Undertakings, the Declaration, the Indemnity Waiver, the TOCA Privacy Policy and any additions, variations or amendments thereto and to procure compliance by all persons associated with them including (but not limited to) their own team guests and the commercial/technical partners of the team.

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 disqualifying 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. Disqualification
- 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 ASN 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 participants in 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 then irrespective of any prosecution under the NCR and/or these Sporting Regulations, the Administrator may at their sole discretion impose any one or more of the penalties set out in Commercial Undertaking 6.4.1. above.

For the avoidance of doubt, this includes (but is not limited to) the use or publication or broadcast of derogatory, defamatory, insulting, unfavourable, unsavoury or disrespectful remarks in any form of media - public or social - whatsoever. At all times the competitor remains wholly responsible and liable for any remarks or statements made or published.

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.

6.4.5 Any driver who receives a fine imposed by the BTCC Clerk or BTCC Stewards may also receive at least a similar (or normally greater) Championship fine imposed by the Administrator.

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 Friday, November 29th 2024, 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 £27,100 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, on-board safety system and medical provision. The balance of this fee is payable in full by all competitors prior to 12 noon on March 14th, 2025.

All manufacturers/importers/constructors who wish 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 £11,600 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 them in their 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 their 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 they 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 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, TOCA CHIEF EXECUTIVE (alan.gow@btcc-toca.com)
Hugh Dickinson, ITV Sport Archive and Rights Producer (hugh.dickinson@itv.com)
- 6.6.6.ii) Media Accreditation, via the team, must also be applied for from Simon Melliush (simon@smsportsmedia.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) **ONLY those signed up to the official TOCA designated social media monitoring service will be entitled to some additional filming and online posting rights for approved driver/team/sponsor channels. A full outline of those rights and their regulations will be provided by way of separate documentation.**

IN ALL OTHER CIRCUMSTANCES – ABSOLUTELY NO FILMING IS ALLOWED IN THE PIT-LANE, THE GRID, PARC-FERME, ASSEMBLY OR TECHNICAL AREAS. 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.

For **Free Practice Sessions only**, teams are permitted to film their own cars on track and from their garages looking out to the pit-lane, providing that all other elements of these regulations are complied with in full and at all times.

- 6.6.6.iv) Film crews must remain cognisant of the ITV crews, 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

ITV will make available, via Google Drive, a copy of the programme taken from ITV4. This will be available by 6pm on the Monday immediately following each event, in an 'online-friendly' MP4 file with the ITV logo.

Teams and drivers can use the race footage, with race commentary, of **up to 30 secs per race from 6pm on the Monday, then up to 5 mins in total from 6pm on the Wednesday, after each event**, on your individual dedicated team/driver/sponsor website or official YouTube site.

In addition, teams/drivers may also use interviews from the programme that are solely relevant to themselves; i.e. you can only use interviews with your own drivers but not with other drivers or teams.

You may not use any other aspect of the programme (including, but not limited to, presentation, features, edits, music, non-BTCC races etc).

The restrictions about which sites you can post your footage on remains the same as previously.

All users will be required to sign an agreement with ITV prior to them granting access to the Google Drive. There is an element of trust, regarding what footage you use, so any user who flouts the above restrictions will have their access revoked.

There will be **no charge** for access to this footage.

Race footage should no longer be accessed via Cloudbass.

For various technical reasons ITV can't provide this same access to qualifying footage.

6.6.7.i) Requests for television broadcast use

Written requests must be made to:

Alan Gow, TOCA CHIEF EXECUTIVE (alan.gow@btcc-toca.com)

Hugh Dickinson, ITV Sport Archive and Rights Producer (hugh.dickinson@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 (sportarchiveproducers-group@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.

6.7. 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 or guidelines of Ofcom and/or 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 their absolute discretion, to be exhibiting unsuitable or conflicting advertising may be disqualified 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 NCR 12.13.2.3 & 2.4

6.8. Publicity:

6.8.1. All teams drivers and manufacturers/constructors must participate in the Official BTCC Season Launch/Test Day on the evening prior and all day on a date/venue to be advised.

6.8.2. At all Championship Meetings: 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.

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 team and driver must make themselves available free of any charge or expenses to TOCA and/or the Championship sponsor and/or for any other partner of TOCA for Championship promotional purposes to include promotional days as well as interviews or meet and greet sessions with drivers and senior team personnel:
- a) For the Season Launch/Test Day between 08.00 hours until 22.00 hours on a date/venue to be advised.
 - b) On the evening of the Season Launch/Test Day and any prior official photography/filming requirements on that day.
 - c) When requested by the Administrator. Should the party requested (being a driver or senior team member) not make themselves available after two separate requests by the Championship and/or the Championship sponsor or partner, the driver and team 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 BTCC 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 TOCA Awards Evening: Drivers finishing first, second and third in the Drivers' Championship, the drivers finishing first, second and third 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 Awards Evening at a date and venue to be confirmed.
- As part of Registration to the Championship, the Entrant will receive four places at the TOCA Awards evening per entry. The use of those four places by the Entrant and/or Driver is mandatory.
- Additionally, the competition cars of the winning driver, the winning Independents driver and the winning manufacturer/constructor will be invited to be displayed at this function. Should a car not be made available by the relevant team then the Co-Ordinator will invite another car, of entirely his own choice, from another registered team to take its place.
- 6.8.6 The driver finishing first in the Drivers' Championship is required to attend the ASN awards evening at a date and venue to be confirmed.
- 6.8.7. 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 2025 Championship may make use of their/its activities and successes in motor sport for any advertising, publicity, public relations and merchandising purposes and for the commercial exploitation of the Championship.
- The manufacturers/constructors, competitors, entrants and teams also agree that in any advertising or promotion with which they/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.

6.8.8 Alcohol Breathalyser Test:

- i) As a condition of participation, all BTCC Drivers and BTCC Officials consent and submit themselves to an alcohol breathalyser test in the following manner;
- ii) Mandatory breath tests of all Drivers and BTCC 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 BTCC 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 their 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 BTCC Official at any time during the meeting should they consider there are grounds for doing so.
- x) A Driver or BTCC Official may also confidentially request a re-test be carried out on a Driver or BTCC Official at any time during the Meeting should they have substantive belief that the Driver or BTCC 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 disqualified 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 BTCC 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 disqualified from participation at the meeting.

- xv) Senior team personnel will be subject to random alcohol breathalyser testing at the request of the Administrator. Team personnel will be subject to the same criteria as Drivers and BTCC Officials as set out from point iii) above. For the avoidance of doubt senior team personnel includes anyone operating at No.1 mechanic level or higher or those that operate within the pit-lane.

6.9. Marketing/Merchandising/Promotion:

- 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, nickname, images, likenesses and representations (including but not limited to animations and computer generated likenesses and representations) and voices of the driver and the team, driver helmet artwork, the team logo and team clothing and 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 commercial and promotional purposes exploiting the reputation of the Championship and all elements of the Championship including, but not limited to, producing merchandise and TOCA licensed interactive games 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 TOCA licensed 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 and/or for other commercial arrangements with its partners exploiting the Championship as well as for 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 and commercial exploitation of the Championship and the production and promotion of merchandise associated with the Championship.
- 6.9.5. TOCA will provide timing and lap information and associated data (which may include personal data) to its partners (which may include gaming platforms and apps and other betting services) at its discretion.

6.10. Meeting Arrangements:

- 6.10.1. Each registered manufacturer must, upon the request of the Co-ordinator, 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 their 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.
- All Paddock vehicles that require personnel to be on the roof (i.e. to affix awnings or flag poles/flags) must have the relevant safety equipment fitted. Any personnel on the roof must wear the relevant safety harnesses which must be affixed to the equipment on the roof.
- 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 their 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 the Manufacturers Championship first then in the order of the Independents Teams Championship, except at the first Championship Meeting of the season where they will be allocated at the Co-ordinator's discretion. Independents Teams running multiple Entrants can choose to have all their Entrants in consecutive garages with their lowest placed Entrant setting their position in the Pit Garages.
- If it is not practical to allocate the Pit Garages in the order as described above, the garages will be allocated at the Co-ordinator's discretion but keeping as close to the order as described above 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. The Administrator reserves the right to reverse the garages at certain circuits, to be advised by Championship Bulletin, so the front of the garages are set up to face the paddock.
- 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. Registered Manufacturers will be permitted an extra 2m of width for their motorhome plot. Teams can apply to the Administrator to marginally modify the footprint of their team motorhome, for a specific reason. At venues where motorhome space is at a premium in the paddock, priority will be given to registered Manufacturer teams.

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. Teams must receive written permission from the Administrator to use motorhomes 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 may 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.

- 6.10.5. Start Line boards will be provided by TOCA. Registered teams are required to supply one person per registered car in suitable clothing to be on the Grid for each Race with the Start Line board at the front of the registered car's grid position when directed to do so by Officials. Each team will receive one extra pass per registered car for that person.
- 6.10.6. 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.
- 6.10.7. 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.
- 6.10.8. 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 2024 Championship is unrestricted until 5pm, Friday, April 18th, 2025.
- ii) During the course of the 2025 Championship testing will be permitted for Entrants on Circuit General Test Days, or Exclusive test days provided those days are also offered to all registered Entrants at least 7 days prior, up to a maximum of 2 days per registered Driver (or up to 4 half days) or at an officially designated TOCA or Goodyear Test Day. Teams competing with new design cars will be permitted up to 2 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 or competing by any registered Driver, team or Entrant of any kind whatsoever and regardless of the type of vehicle cannot be undertaken at a venue using a circuit configuration which largely consists of that which is used at a Meeting of the 2025 Championship until after that Meeting, unless with the specific written authorisation of the Administrator or if the test is an Official organised test day open to all Entrants.

It is permitted for each car entered in the 2025 Championship to purchase or use no more than one set of new tyres (i.e. 4) at each permitted test day (as outlined in the paragraph above), during the course of the 2025 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 days and at any further official test days, or Goodyear non-official test days, as advised by TOCA:

Tuesday/Wednesday, April 1/2 – Croft.

A pre-season Season Launch/Test day – Tuesday, April 15, Donington Park National Circuit.

Costs for these official test days will be split equally amongst all registered teams and must be paid prior to the test day or participation will not be permitted.

- v) For any official organised test days after the pre-season BTCC Official Test Day or Goodyear non-official test days only, Championship Regulations 1.16.1 – 1.16.4 (inclusive), 6.11.1.a.ii) & 6.11.9 shall not apply.
- vi) A team may nominate up to two test days – or four half days, should weather truncate a test day – during the course of the season for a ‘new driver evaluation’, on the following basis:
1. The driver has not previously competed in, or tested, an NGTC-spec car.
 2. The test can only be undertaken at a venue either not on the BTCC calendar or at a venue where all rounds of the current BTCC season have been completed.
 3. Only previously marked ‘hard’ compound tyres can be used – or grooved/wet if conditions dictate.
 4. The driver will not be permitted to compete during the current championship season. For the avoidance of doubt; the driver cannot subsequently replace any driver, in any team, within the same season.
 5. Two laps in total, but not consecutive, can be driven by the team’s current driver on each of these test days purely as a systems check.
 6. The date, venue and names of the drivers must be notified at least 48 hours in advance to the Co-ordinator and is subject to approval by the Administrator.

- 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 50 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 their 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 30 mph (48 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. Goodyear is the sole nominated tyre supplier for the Championship. Only tyres supplied by Goodyear to the approved compounds may be used at any test session or authorised shakedown.
- 6.11.6. 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.
- 6.11.7. 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, they 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 a 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 a 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 a 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.

- 6.11.13 During the course of the Championship, inexperienced replacement/substitute Drivers can test at any venue (other than at a venue that has yet to host a Championship Meeting) until one week prior to their debut in order to complete the required minimum 300km.
- 6.12. Passes:**
- 6.12.1.a. Permanent passes will be issued to each registered BTCC competitor for their 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 March 14th, 2025. 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 ASN, 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/mislaidd 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 Only essential Official and Team vehicles will be issued with Paddock vehicle passes.
- For the avoidance of doubt, private cars (i.e those with only a Competitors Car Park pass or no pass) are not permitted within the Paddocks.
- 6.13.2. 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.
- At venues where parking up is on a Thursday it will be only necessary to send team transporters and larger support vehicles - not the complete team. Garage set-up can take place on a Friday but all wheels must be deposited at the Goodyear Tyre Service on a Thursday afternoon for tyre fitting.
- 6.13.3.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.
- For the avoidance of doubt, bicycles and scooters are not permitted to be used within the Paddocks at any time.
- 6.13.3.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.
- 6.13.4. 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.
- 6.13.5. A speed limit of 10 mph applies in the Paddock at each Championship Meeting.
- 6.13.6. 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.
- 6.13.7. 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 the ASN 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 their 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.
- 6.14.4 Teams should refrain from using 'single use plastics' within the paddock area, their garages or awnings, or hospitality areas. In this respect 'single-use' is a term which can refer to any plastic item either designed to be used for one time, or likely to be used in that way, within the venue. Such items include disposable single-use plastic bottles of water or drinks, plastic cups, plastic cutlery, plastic straws, thin plastic carrier bags, plastic drink stirrers etc.

A team which has no practical alternative to the use of a fully recyclable single use plastic item due to an existing commercial partnership, must first submit for approval a comprehensive plan for the collection within the venue and the recycling of those items which will include providing evidence as to the completion of their recycling after each event.

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: Trophies will be awarded to the drivers finishing first, second and third overall in the Independents Trophy.

- 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 Independents team.
- 6.15.1.h. Jack Sears Trophy: A trophy will be awarded to the overall winning driver.

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 disqualification 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 their 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.

Any stickers required to be displayed (whether under this 6.17 or under 6.8) shall be clearly displayed and shall not be obscured in any way. Images of the competing car and/or driver shall not be manipulated (digitally or otherwise) in any way that alters the size and/or shape of any sticker.

- 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 each side front and rear of their race transporter trailers 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.)
- 6.17.11 Entrants with multiple cars must ensure each separate car has coloured wing mirrors and a matching coloured 25mm deep line at the bottom of the front screen header, with each of that Entrant's cars to use a different colour.

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.

6.19 Regulations Awareness Test:

All Drivers and Team Managers must participate in and pass a Regulations Awareness Test when required to do so by the Administrator. Drivers will not be permitted to race until they have passed the Test. Team Managers will not be permitted to take any further part in the Championship until they have passed the Test.

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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Oulton Park Circuit
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APPENDIX 2a

Championship Livery Requirements.

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

(Refer to CRs 1.9. & 6.17.)

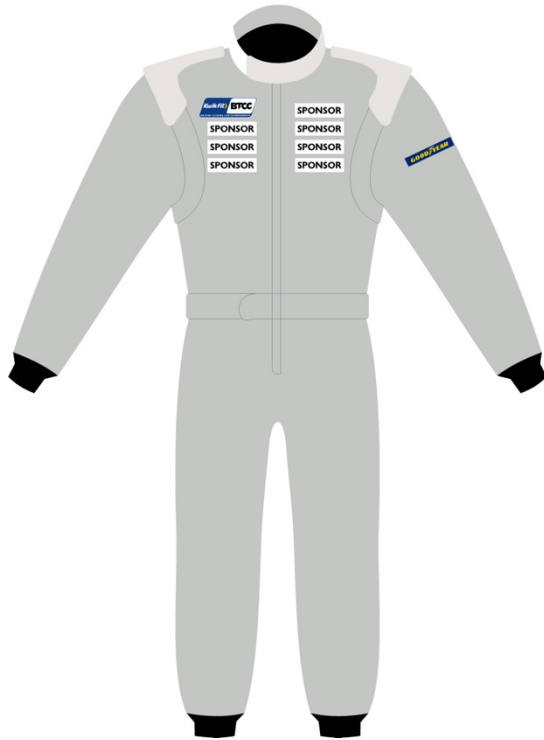


Appendix 2b

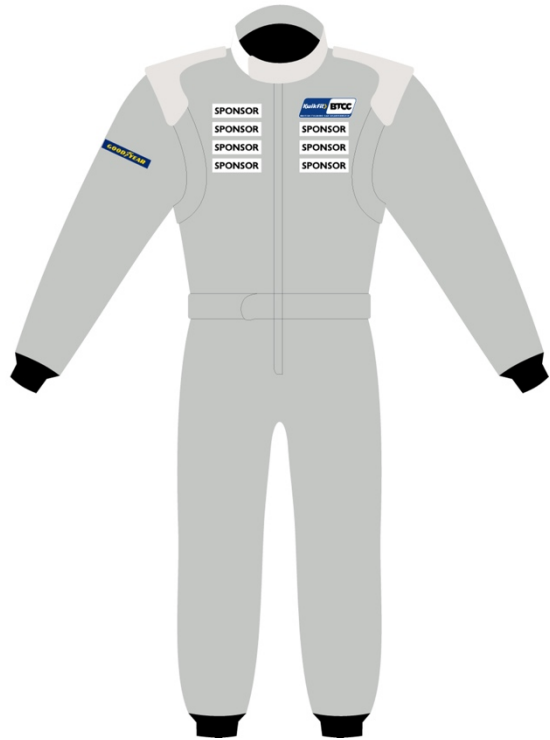
Championship Livery Requirements.

The decision for the design, positioning and type of these badges rests solely with the Administrator at all times.
(Refer to CRs 1.9. & 6.17.7.a & 6.17.7.b)

OPTION A



OPTION B



Appendix 3



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

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

Motorsportuk.org/racewithrespect
#RaceWithRespect

The Values

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

I pledge to #RaceWithRespect and:

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

Any breach of these obligations may result in disciplinary action.