

2020 Dunlop Touring Car Trophy Incorporating TCR UK Championship Regulations

Issued by the BRSCC: 11th February 2020

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TOURING CAR TROPHY incorporating the TCR UK CHAMPIONSHIP 2020 SPORTING & TECHNICAL REGULATIONS



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Championship Co-ordinator – Nicki Lines

Date

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1 SPORTING REGULATIONS - GENERAL

1.1 TITLE & JURISDICTION

If there is any conflict between the Motorsport UK General Regulations and these Championship Regulations, the Motorsport UK General Regulations shall prevail unless explicitly varied by clear numbered reference to each Motorsport UK General Regulation.

- 1.1.1 The **Touring Car Trophy Incorporating TCR UK** Championship is organised and administered by the British Racing & Sports Car Club (BRSCC) and promoted by Maximum Motorsport Ltd in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (Motorsport UK), incorporating the provisions of the International Sporting Code of the FIA, these Sporting Regulations, **Touring Car Trophy Incorporating TCR UK Championship Regulations** Technical Regulations & TCR Commercial Undertakings.
- 1.1.2 Motorsport UK Championship Permit No: CH2020/R007
- 1.1.3 Race Status: National
- 1.1.4 Motorsport UK Grade: B
- 1.1.5 In these Sporting Regulations the General Regulations of Motorsport UK will be adopted unless specifically provided for herein.
- 1.1.6 Only Bulletins issued by the coordinator under the instructions of **TCT**/TCR UK and the Organisers will be effective in the Championship.
- 1.1.7 Any request for clarification of the Regulations should be made in writing to the Coordinator, 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.

1.2 CHAMPIONSHIP OFFICIALS

- 1.2.1 Coordinator: Nicki Lines
Maximum Motorsport Ltd, Dunton House, Little Hay Lane, Little Hay, Lichfield, WS14 0QD
- 1.2.2 Race Director/Clerk of the Course: Andrew Holley **or his appointed Deputy**
- 1.2.3 Licenced **TCT/TCR UK** Eligibility Scrutineer: Ian Billett 07342286755 ibillett@aol.com
- 1.2.4 Championship Stewards: Andy Milns, Debs Nicol, Esmor Jones and Trevor Parry

Any three Championship Stewards will constitute a quorum. In the event of any of the Championship Stewards listed above being unavailable or being unable to consider any particular matter due to a perceived conflict of interest, the organisers reserve the right to appoint an alternative Championship Steward or, if deemed to be necessary, more than one alternative Championship Steward.

Motorsport UK General Regulation (G) 2.7:
Championship Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved Championship regulations.

Motorsport UK General Regulation (G) 2.7.1:
Championship Stewards are also empowered to consider any request from the Championship coordinator to penalise any Competitor for any breach of Championship regulations, after holding a formal hearing, to impose a penalty in accordance with C.2.1.1 (subject to the rights of appeal provided for in Section C).

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Motorsport UK General Regulation (W) 2.2.1:

The Championship Stewards can only adjudicate upon any disputes, irregularities or appeals arising from the approved Championship Regulations. They are also empowered to consider any request from the Championship Coordinator to penalise any Competitor for breach of Championship Regulations and, after holding a formal hearing, to impose a penalty in accordance with C.2.1, subject to the rights of appeal to the MSC provided in Section C.

1.3 COMPETITOR ELIGIBILITY

1.3.1 Entrants must:

- be registered for the Championship and be valid membership card holding members of the BRSCC
- be in possession of a valid 2020 Motorsport UK Entrants Licence. [See Motorsport UK General Regulation D7.1.12].

1.3.2 Drivers and Entrant/Drivers must:

- a) be current members of the BRSCC (with a valid membership card) and
- b) be registered for the Championship and
- c) be in possession of valid National Racing Licence, as a minimum
- d) or be in possession of the highest grade of National Race Licence or valid FIA International Licence, together with their ASN's written consent ((H)26.2 and FIA ISC Article 2.3.7b applies).
- e) Holders of competition licences issued by ASN's other than Motorsport UK must produce permission (visa) to compete from their licence-issuing ASN (National Sporting Authority), under Article 2.3.8 of the International Sporting Code.
- f) If participation in the Championship requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motorsport without the prior written approval of their education establishment.

1.3.3 All necessary documentation must be presented for checking at all rounds when signing on.

1.3.4 Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout qualifying and racing.

1.4 REGISTRATION

1.4.1 All Drivers, must be registered for the 2020 TCT/TCR UK Championship in order to be eligible to take part in any of the races forming this Championship, either on a full season or as an individual round basis.

All competitors must register and enter for the Championship or selected championship round/s by returning the Registration Form with the Entry Fee to the Championship Co-ordinator seven days prior to the Final Closing date for the first round being entered. Late entries may be accepted but may incur a £500 admin charge (at TCRGBR's discretion).

1.4.2 The entry fee per meeting will be £1,495 +VAT. The annual Championship registration fee is £500 + VAT, or £125 + VAT for individual rounds. All fees are payable to Maximum Motorsport Ltd. Any driver change during the season must be communicated to the Championship Coordinator.

1.4.3 Upon registration, permanent competition numbers for the championship will be issued by the Championship Coordinator. No.1 will be reserved for the current TCR UK champion. Numbers between 2-99 will be allocated on request using a first come first served basis, based on the order in which the Registration Form and Entry fee are received using the entrants choice of number, until the end of February 2020. From 1st March 2021 competition numbers will be allocated by the Championship Coordinator.

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- 1.4.4 No refund will be made should an Entrant/Driver not take part in one or more Championship Event.
- 1.4.5 TCT/TCR UK & the Organisers reserve the right to accept or refuse a competitor's registration (and thereby ability to enter) for the series or individual rounds. Applicants will be notified in writing when they have been accepted.
- 1.4.6 Any subsequent change to a Driver's registration during the Championship is by application to and approval of TCT/TCR UK.
- 1.4.7 Competitors are obliged to use the Driver nominated on the Registration Form, except in the case of 'force majeure' recognised as such by TCT/TCR UK and the Championship Organisers. Any New Driver authorised by TCT/TCR UK may score points in the Championship (except the last Event), but a new Competition Number will be allocated to that driver.

1.5 CHAMPIONSHIP EVENTS

- 1.5.1 The Championship will be contested over 7 meetings as detailed in the Calendar below:

Round	Date	Venue	Club
1 & 2	18/19 April	Silverstone	BRSCC
3 & 4	6/7 June	Croft	BRSCC
5 & 6	21 June	Brands Hatch	BRSCC
7 & 8	18 July	Oulton Park	BRSCC
9 & 10	8/9 August	Snetterton	BRSCC
11 & 12	22/23 August	Thruxton	BRSCC
13 & 14	17/18 October	Donington Park	BRSCC

Each meeting shall normally consist of two 23 minute + 1 lap races.

- 1.5.2 The organisers may, at their absolute discretion, amend the composition of the Championship Calendar at any stage of the season and will give as much notice as possible through the issuing of a Bulletin to all Competitors/Entrants. Motorsport UK Regulation [D 11.1.3] applies.

1.6 SCORING

- 1.6.1 The TCT/TCR UK Drivers' title will be awarded to the driver who has scored the highest number of points, taking into consideration all the results obtained during the Championship.

Points will be awarded to the Drivers as follows:

Grid Position	Points	Race Position	Points
1st	5	1st	25
2nd	4	2nd	18
3rd	3	3rd	15
4th	2	4th	12
5th	1	5th	10
		6th	8
		7th	6
		8th	4
		9th	2
		10th	1

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Cars allowed to take part in the TCR UK Competition with a Temporary Technical Form (as issued by WSC Ltd.) will not score points.

- 1.6.2 The totals from all qualifying Events that take place will determine final Championship points and positions, less the two lowest scores.
- 1.6.3 Ties shall be resolved using the formula detailed in Motorsport UK General Regulation (W)1.3.4.
- 1.6.4 Where the race distance has been reduced, it shall still count as a full-points scoring round.
- 1.6.5 Competitors not registered for the full season Championship may be permitted on an individual round basis and will:
 - a) Be deemed 'Guest Competitors'.
 - b) They can score points (except at the last Event)
 - c) Qualify for Event awards.
 - d) Comply with the eligibility criteria as prescribed in Championship Regulation 1.3 above.
- 1.6.6 All year end results are provisional until announced as official by the organiser; that includes tables published on all BRSCC official websites.

1.7 AWARDS

- 1.7.1 All awards are to be provided by the Championship Promoter, Maximum Motorsport Ltd., and TCR UK's/TCT associated sponsors.
- 1.7.2 Per Event:
A trophy for 1st, 2nd and 3rd in each race, subject to six starters, in which case a trophy will be provided for 1st place only.
- 1.7.3 Championship
The title/trophy of TCT/TCR UK Driver Champion will be awarded to:
The driver who has obtained the most overall points as dictated by 1.6.1.
A trophy will also be awarded and presented to those drivers finishing 2nd and 3rd in the Championship.
- 1.7.4 Presentations:

Awards will be presented at each event, and/or at the end of the Championship at designated presentation ceremonies.

Garlands and trophies will be provided for each meeting (as applicable) and shall be presented at the end of each round/event.

Competitors shall be obliged to attend all prize giving ceremonies for which the race meeting and Championship Organisers give adequate notice of the dates, times and venues in the Final Instructions or Bulletins.

Those Competitors that are required to take part in a podium presentation celebration must present themselves in their race overalls, worn correctly, for the purpose of a neat and professional presentation.

End of Year Awards:

- a) The Drivers classified as 1st, 2nd and 3rd in the TCT/TCR UK Drivers' Title must be present at the TCT/TCR UK End of Season Prize Giving ceremony.
- b) All Entrants shall use their best endeavours to ensure that their drivers attend as aforesaid. Any such driver and/or competitor who is absent may be liable to a fine.

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1.7.5 Entertainment Tax Liability

In accordance with current Government Legislation, the Organisers of every round are legally obliged to withhold tax at the current basic rate on all payments to non-UK resident sportsmen/sportswomen and account to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsmen/women. That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Isles or Eire.

This means that the Organisers of every round are required to deduct tax at the relevant rate, from such payments they may make to non-UK residents. Under certain circumstances, it is possible for competitors to enter into an agreement with HMRC to limit tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before their payment is due. For further information contact: - HMRC Personal Tax International, Foreign Entertainers Unit, St Johns House, Merton Road, Liverpool L75 1BB. Tel: (0151) 472 6488 Fax: (0151) 472 6483.

1.7.6 Title to all Trophies:

If Provisional Results or Championship Points Tables are revised after any presentations and these revisions affect the distribution of awards the Competitors concerned must return them to the Organisers in good condition within 7 days.

1.7.7 Bonuses

The organisers/sponsors/promoter reserves the right to provide additional awards for and during the Championship.

2 CHAMPIONSHIP EVENT MEETINGS & RACE PROCEDURES

2.1 ENTRIES

- 2.1.1 Entrants are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date for entries before each event to the Championship Coordinator.
- 2.1.2 Incorrect or incomplete entries will be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Organiser receives the missing or corrected information or fee.
- 2.1.3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Organisers in writing. [Motorsport UK General Regulation (D) 25.1.12] applies.
- 2.1.4 The Entry Fee for each event is specified in 1.4.2 plus any late entry fee.
- 2.1.5 Reserves will be listed in the Final List of Entries with Final Instructions or in a Bulletin.

Reserves will practice and replace non-qualified (including drivers practising out-of-session or qualifying by virtue of having raced at the circuit within the previous 12 months), withdrawn or retired entries in reserve number order irrespective of class. If reserves are given Grid Places prior to issue of the first Grid Sheets for any round, the times set in practice shall determine their grid positions. If Reserves are given places after publication of the grid sheet and prior to cars being collected in the Official "Assembly Area" they will be placed at the rear of the grid and be started without any time delay. Otherwise they will be held in the Pit Lane and be released to start the race after the last car to start the Green Flag Lap or last car to take the start has passed the start line or pit lane exit whichever is the later. Such approval to start MUST be obtained from the Clerk of Course.

Acceptance of Entries: Up to Closing Day, Race meeting organisers may accept up to the maximum number of starters permitted on the Track Licence for the circuit ("the maximum"). If entries received by closing day exceed the maximum, selection will be made in order of receipt. Those in excess of the maximum and up to 20% more will be treated as 'reserves'. If the maximum has not been reached by closing day, entries received after that date will be accepted strictly in order of receipt until the maximum is reached and will be subject to a £40 plus VAT late entry surcharge. The Series organisers reserve the right to refuse any entry at their discretion see Motorsport UK Regulation H30.1.1, H30.1.2, H30.1.3. There will be no refunds given on entry fees.

- 2.1.6 Competitors will receive e-tickets or paper tickets (dependant on circuit) for each car registered per event.
- 2.1.7 The Entry List must match the name on the Entrant's race licence.

2.2 BRIEFINGS

- 2.2.1 Organisers will notify Competitors of the times and locations for all briefings in the Final Instructions for the meetings and/or bulletins issued for all meetings.
- 2.2.2 It is mandatory that all drivers attend all briefings at the specified time. [Motorsport UK General Regulation (H) 33.1.3]. Non-attendance or late arrival at a driver briefing may result in penalties being imposed by the Race Director/Clerk of the Course.

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2.3 FREE PRACTICE AND QUALIFYING

- 2.3.1 Practice starts are permitted during Free Practice in accordance with the Briefing Notes. They are not permitted during Qualifying.
- 2.3.2 Should any session be disrupted the Race Director/Clerk of the Course shall not be obliged to resume or re-run the session; the decision of the Race Director/Clerk of the Course shall be final.
- 2.3.3 Each driver shall complete a minimum of 3 laps in the car to be raced, and in the correct session to qualify [(Q) 4.5].
- 2.3.4 At the discretion of the Race Director/Clerk of the Course, a competitor may qualify out of session to complete 3 laps. Their qualifying time shall not count and they will be positioned at the back of the Grid for the start Race 1.
- 2.3.5 In accordance with tyre regulations (see 3.7) any official session deemed to be 'wet' in the sole opinion of the Race Director/Clerk of the Course will be indicated to competitors by the display of a 'wet' board at the pit lane exit or by being displayed on the timing display screen.
- 2.3.6 It is compulsory for all cars to have front and rear lights on during 'wet' sessions as well as the rain light.
- 2.3.7 No driver may start in a race without having taken part in Qualifying except in a case of "force majeure" duly recognised as such by the Race Director/Clerk of the Course [(Q) 4.5 applies].
- 2.3.8 During all sessions, cars may only leave the Pitlane when the green light is on or a green flag is shown, at the Pitlane exit.
- 2.3.9 If mechanical means are used by marshals to remove the car to a safe position, the car concerned cannot re-join the session.
- 2.3.10 A blue flag or a blue flashing light will, when possible, be shown at the Pit Lane exit to warn drivers leaving the Pit Lane if cars are approaching on the track
- 2.3.11 At the end of each session, all drivers must cross the Finish Line only once.
- 2.3.12 All cars abandoned on the circuit during any practice session will be brought back to the pits as soon as possible and may participate in subsequent sessions.
- 2.3.13 Sessions may be interrupted as often and for as long as deemed necessary to clear the track or to allow the recovery of a car.

QUALIFYING

- 2.3.14 There will be 20 minute qualifying practice session.
- 2.3.15 From the start of Qualifying until the end, the following principles will apply:
Cars will only be allowed in the fast lane when instructed by Race Control or when the Pit exit is open at the start or restart of the session.
- 2.3.16 After the completion of Qualifying the cars will be under Parc Fermé regulations. Any work that is being carried out on these cars must stop as soon as the Chequered Flag is shown and the relevant cars must be resting on their wheels, if possible to do so for the remainder of the session.

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- 2.3.19
- a) Cars that are on the track will be driven directly to the Parc Fermé without stopping in the Pit Lane, unless instructed otherwise by officials.
 - b) Cars that are in the Pit Lane must immediately be taken by the teams to the Parc Fermé
 - c) Cars that are in garages/awnings, must immediately be taken by the teams to the Parc Fermé unless agreed with the officials.

In all cases, drivers and teams must comply with the instructions of the race officials.

2.4 RACES

- 2.4.1 Should any race be disrupted the Race Director/Clerk of the Course shall not be obliged to resume or rerun the race [Motorsport UK General Regulation (Q) 5.4]
- 2.4.2 Save in exceptional circumstances, the Championship will be made up of two 23 minutes +1 lap races per meeting.
- 2.4.3 If a car stops during a race and mechanical means are used by the marshals to remove the car to a safe position, the car concerned cannot re-join the race.
- 2.4.4 During the race, drivers leaving the Pit Lane must do so only when the light at the Pit Lane exit is green (or a green flag is shown) and under their own responsibility. A marshal with a blue flag, or a blue flashing light, should also warn the driver if cars are approaching on the track.

2.5 STARTS

- 2.5.1 Cars will be released to form up on the Grid, prior to the start, in formation as specified on the Grid Sheet.
- 2.5.2 The start will be via a Standing start unless otherwise notified during the drivers' briefing:

The minimum Countdown procedures/audible warnings sequence shall be:-

- I. 1 minute to start of Green Flag/Pace Lap - Start Engines/Clear Grid.
 - II. 30 Seconds - Visible and audible warning for start of Green Flag/Pace Lap. Unless the Green Flag lap is the formation lap.
 - III. A five second board will be used to indicate that the grid is complete.
 - IV. The red lights will be switched on five seconds after the board is withdrawn.
- The start is given when the red lights go off.

In accordance to Motorsport UK General Regulation Q 12.14 and as per Event Bulletin issued at the start of the meeting and updated as and when required.

It is the Competitors' responsibility to ensure they have a copy of the Bulletin as times may vary between events. All tyre/wheel changes must be completed 3 minutes before the official start time, the grid must be completely clear of all personnel 1 minute before and there will be a 30 second visual warning before the start of the Green Flag Lap.

- 2.5.3 Any car removed from the Grid after the 1-minute stage or driven into the pits on the Green Flag lap 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 Start Line or Pit Lane exit, whichever is the later.
- 2.5.4 Any driver unable to start the Green Flag lap or Start the race is required to indicate their situation as per [Motorsport UK General Regulation (Q) 12.13.2]. In addition, any driver unable to maintain their Grid position on

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the Green Flag Lap, to the extent that ALL other cars are ahead of them, may complete the Green Flag lap but MUST remain at the rear of the last row of the Grid but ahead of any cars to be started with a time delay.

The Clerk of the Course / Race Director May direct marshals to manoeuvre cars into the correct grid positions; failure to follow their instructions may result in a penalty.

2.5.5 In the event of the Start lights failing the Starter will revert to using the National Flag.

2.5.6 The starting grid for Race 1 will be drawn up in the following way unless advise otherwise in the Final Instructions or via Event Bulletin:

The grid for race one will be based on the results of qualifying with the fastest car on pole etc.

2.5.7 Should two or more drivers set identical times, priority will be given to the one who set it first.

Once the grid for Race 1 has been established in accordance with Championship Regulation 2.5.6 above, grid position penalties (if any) will be applied to the drivers in question in the order in which the offences were committed.

2.5.8 The grid for Race 2 will be set from the results of Race 1.

2.5.9 A Parade car may be used at the start of the green flag lap in accordance with [Motorsport UK regulation Q4.9.3 and Q4.9.3.1]

2.5.10 During the start of a race, the Pit wall must be kept free of all persons, except properly authorised officials and fire marshals.

2.5.11 A time penalty will be imposed for a false start if so reported by Start Line Judges, Judges of Fact, the Race Director/Clerk of the Course or the Starter.

2.5.12 Any car unable to take their place on the grid within the time limits but able to start the race, may start from the pit lane, but only under the direction of the marshals. It may be moved to the pit exit only with the driver in position. Where the pit exit is immediately after the Line, all such cars may then join the race once the whole field has passed the end of the pit lane for the first time after the start. Where the pit exit is immediately before the Line, cars will join the race as soon as the whole field has crossed the Line after the start.

2.6 SESSION RED FLAG

Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Start Line and RED FLAGS will be displayed at the start line and at all Marshals Signalling Points around the circuit.

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pit lane, during practice, and to the starting grid area, during a race, which will automatically become a parc ferme area, unless otherwise directed by officials.

Cars should not enter the Pits unless directed to do so and all cars in the pit lane during a red flag period must take any restart from the pit exit (Motorsport UK General Regulation Q5.5).

2.7 PITS, PADDOCK & PITLANE SAFETY

2.7.1 Pits & Paddock: Competitors must ensure that Motorsport UK, Circuit Management and Organising Club Safety

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Regulations are always complied with.

- 2.7.2 Drivers must always follow the directions of marshals and officials.
- 2.7.3 Pit Lane: the outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take all due care and respect the Pit Lane speed limits.
- 2.7.4 Refuelling: may only be carried out in accordance with the Motorsport UK General Regulations, the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.
- 2.7.5 During Free Practice, Qualifying and Races refuelling and/or removing of fuel is not permitted.
- 2.7.6 Speed Limit: The Pit Lane Speed Limit for a circuit will be notified to Competitors in Final Instructions and must be adhered to.
- 2.7.7 For the avoidance of doubt, 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 “working lane” and is the only area where any work may be carried out on a car.
- 2.7.8 Any driver intending to start the race from the Pit Lane may not drive his/her car from his/her team’s designated garage area until the 5-minute signal has been given and must stop in single file in the fast lane.
- 2.7.9 When cars are permitted to leave the Pit Lane, they must do so in the order in which they arrived at the end of the Pit Lane, unless another car is unduly delayed.
- 2.7.10 Competitors must not paint lines on any part of the Pit Lane.
- 2.7.11 No equipment may be left in the fast lane.
- 2.7.12 A car may enter or remain in the fast lane only with the driver sitting in the car behind the steering wheel in his/her normal position, and under its own power.
- 2.7.13 Team personnel are only allowed in the Pit Lane immediately before they are required to work on a car and must withdraw as soon as the work is completed.
- 2.7.14 It is the responsibility of the Competitor to release his/her car after a Pit stop only when it is safe to do so.
- 2.7.15 Cars in the fast lane have priority over those leaving the working lane.
- 2.7.16 During official Qualifying, all competing cars must remain in the Pit Lane whilst not on the track. At no time will competing cars be allowed in their garage or the paddock areas until Official Qualifying has ended and the car has been cleared from any post-qualifying scrutineering checks and released from the Parc Fermé, except with the express permission of the TCT/TCR UK Eligibility Scrutineer.
- 2.7.17 During all sessions, the garage openings (facing the Pit Lane) must be free of any kind of covering that obstructs a clear view of what is happening inside the garage.
- 2.7.18 When in the garages the cars must be parked with the front facing towards the Pit Lane, except with the express permission of the TCR UK **TCT** Eligibility Scrutineer.

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- 2.7.19 For all sessions, cars are allowed in the fast lane when instructed by Race Control or when the Pit exit is open. For cars intending to start the race from the Pit Lane refer to 2.7.8
- 2.7.20 During activities relating to support races, a car may only be moved in the Pit Lane with the agreement of the Race Director/Clerk of the Course.
- 2.7.21 Any breach of the provisions of these Sporting Regulations relating to Pits, paddock and pit lane safety may result in the disqualification of the car and driver concerned from the Event plus a fine of up to £1,000.
- 2.7.22 No hospitality or entertaining will be allowed within the Paddock except for the official TCT/TCR UK Hospitality facility.

2.8 RACE FINISHES

- 2.8.1 After taking the Chequered Flag drivers are required to:
 - a) Progressively and safely slow down;
 - b) Remain behind any competitors ahead of them;
 - c) Return to the Pit Lane Entrance/Paddock Entrance as instructed;
 - d) Comply with any directions given by Marshals or Officials;
 - e) Keep their helmets and gloves on and harnesses securely fastened whilst on the circuit or moving in the pitlane.
- 2.8.2 Unless notified otherwise via an Event Bulletin or within the Drivers' Briefing, after the end-of-race signal, all classified cars must proceed directly to the Parc Fermé without any unnecessary delay, without receiving any object whatsoever and without any assistance (except that of the marshals if necessary.)
- 2.8.3 Any classified car, which cannot reach the Parc Fermé under its own power, will be placed under the exclusive control of the marshals, who will direct the car to the Parc Fermé.

2.9 RESULTS

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

2.10 TIMING MODULES

- 2.10.1 All competitors will be responsible for obtaining and fitting TCT/TCR UK approved Electronic Self Identification Modules to their cars for the purposes of accurate timing. The Modules must be in place and functioning correctly for all sessions.
- 2.10.2 The identification number of the transponder must be submitted to the Championship Coordinator via the registration form before the start of the first race weekend and any changes notified to the Championship Coordinator before an event.
- 2.10.3 Competitors may not place electronic timing equipment within five metres of the official Start, Finish or any other official timing lines at any event or test session/day. Any such equipment placed within these zones will be removed.

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2.11 QUALIFICATION RACES

Should the number of entrants exceed the maximum Grid number allowed by the Track Licence, the event format may be changed. Details will be provided in the Final Instructions and drivers' briefings.

2.12 OPERATION OF SAFETY CAR

The Safety Car will be brought into operation and run in accordance with Section Q, Appendix 2 of the Motorsport UK General Regulations.

2.13 ONBOARD CAMERAS

- 2.13.1 An on-board camera footage recording system must be fitted and operational in all sessions. The footage remains the property of Maximum Motorsport Ltd and failure to provide this when requested may result in the driver being penalised or disqualified.
- 2.13.2 The weight of the system is included in the minimum racing weight of the car. (As a camera is mandatory in the TCT/TCR UK, this regulation supersedes the TCR Technical regulation).
- 2.13.3
- a) The on-board cameras must be provided by the Entrant and all the footage must be made available, immediately and free of charge, to the organiser or promoter for judicial or promotional/broadcast purposes.
 - b) The installation of this camera must be approved beforehand by the TCT/TCR UK Eligibility Scrutineer. It must be installed before Scrutineering of the car and in compliance with the following safety requirements:
 - i) The fixing device must withstand a deceleration of 25 g without detaching.
 - ii) The camera must not hinder the driver's visibility, exit or extrication in case of emergency.
 - c) At the request of the TCT/TCR UK Officials, Entrants must deliver the footage to the Organiser.
- 2.13.4 The mandatory camera must be positioned to provide a 'driver's eye' view that should include, where possible, the steering wheel, show the track ahead of the vehicle with a field vision of approx. 100 meters, the driver and the dashboard. The mounting must be of a mechanical means of attachment sufficiently robust to withstand anticipated stresses and vibration and must not present any sharp edges or projections in the vicinity of the driver's body or helmet. The mounting must be approved by the TCT/TCR UK eligibility scrutineer. Motorsport UK Regulation (J) 5.21 applies.
- 2.13.5 The camera must be fully operational at all times during practice, qualifying and races. If there are any issues/problems with any part of the equipment that will stop it from functioning correctly, these must be reported immediately to the Championship Coordinator.
- 2.13.6 All competitors must ensure that this equipment has sufficient space on a removable memory card to record each session in full that the battery is fully charged and the camera is recording during all sessions and make the footage available on request by the Race Director/Clerk of the Course or their representatives. Failure to do so may lead to disciplinary measures by the Race Director/Clerk of the Course and may prejudice the competitor's defence in the case of an incident. This request is not restricted to the single forward facing camera mandated, but may include any additional video recording equipment utilised on the car.
- 2.13.7 TCT/TCR UK officials will collect the memory card either with or without the camera after each session. Teams are not permitted to remove the memory card and/or view the recorded footage until the cars are released from Parc Fermé.

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- 2.13.8 Any and/or all footage must be retained for a minimum of four weeks after the end of the season and be available to the Race Director/ Clerk of the course should they request it during this period.
- 2.13.9 TCR officials may require Television Cameras to be added to competitors' cars, details will be supplied in the Supplementary Regulations or Final Instructions.
- 2.13.10 The Organisers/Promoter may instruct any Entrant to fit additional on board camera/cameras.

2.14 CANCELLED/ABANDONED RACES

There may be occasions when, due to circumstances on the day, a scheduled race is not run, a race meeting is abandoned or the circuit curfew is reached. The Organisers will use its best endeavours to find space in another race meeting in the same season in order to run a replacement series round; preference will be given to a race meeting where the affected formula is already scheduled to race. In these circumstances no change of vehicle or class will be permitted without the permission of the Series Stewards and then only in exceptional circumstances.

A. The qualifying session for a race(s) does not take place.

Entry for the replacement race will be restricted to those who were signed on for the race which is being replaced. If no space can be found for a replacement race, the number of series rounds will be adjusted accordingly.

B. The qualifying session for a race(s) has taken place, but the race did not come under starters orders.

Entry for the replacement race will be restricted to those who were qualified for the race which is being replaced. If no space can be found for a replacement race, the number of series rounds will be adjusted accordingly.

C & D below apply if a race is 'red flagged' once

C. A race is 'red flagged' before the leader has completed two laps, but there is no time available to implement Motorsport UK Regulation Q4.4.3.

The replacement race will be in accordance with Motorsport UK Regulation Q 5.4.3. If no space can be found for a replacement race, the number of series rounds will be adjusted accordingly.

D: A race is 'red flagged' after the leader has completed two laps but less than 75% of its duration, but there is no time available to implement Motorsport UK Regulation Q 5.4.3. If the Clerk of Course decides that a replacement race should be run it will be in accordance with Motorsport UK Regulation Q 5.4.3. If no space can be found for a replacement race, a result will be declared retrospectively based on the order of crossing the finish line at one lap less than at the first time of the showing of the red flag and only cars which were under their own power at the showing of the red flag will be classified.

If a race is 'red flagged' twice and the second red flag is before the leader has completed two laps, the Clerk of Course may decide to rerun the race on the same day subject to circuit curfew but is not obliged to do so. If the decision is taken that it should not be rerun on the day or it cannot because of circuit curfew, it will be considered an abandoned race and the number of series rounds will be adjusted accordingly.

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3. SPECIFIC CHAMPIONSHIP REGULATIONS

3.1 APPEARANCE

- 3.1.1 The name or the emblem of the make of the car must appear on the bodywork of the car in the original location(s).
- 3.1.2 The initial & surname name of the driver must appear on the car as shown in Appendix 3 and comply with the Championship promoter's requirements.
- 3.1.3 Before scrutineering, Competitors must affix the Organiser's advertising on their car, and leave at the Organiser's and Promoter disposal locations that are reserved exclusively for them according to the diagram in Appendix 3.
- 3.1.4 Decals that are required to be applied and displayed on the race car will be provided by the Championship and must follow the position guide and car layout scheme as detailed in Appendix 3.

3.2 ADVERTISING

- 3.2.1 Advertising that may conflict in any way with official sponsors, as deemed by the Championship organiser, is subject to approval.
- 3.2.2 Any area of the car, which has not been claimed for application of Championship or mandatory Motorsport UK decal/number requirements are free for use, within the guidelines of Motorsport UK General Regulations.
- 3.2.3 Any products that are not permitted to be advertised on UK television are prohibited.
- 3.2.4 Competitors are reminded of the restrictions on tobacco advertising and also that anything deemed as offensive is prohibited. Any Alcohol branding/advertising must have prior approval from Maximum Motorsport Ltd (at least one week before the Event.)
- 3.2.5 Political statements and slogans are prohibited.

3.3 PUBLICITY

- 3.3.1 All Registered teams and drivers must participate in the Official TCT/TCR UK Media activities.

3.4 SCRUTINEERING

- 3.4.1 Competitors must submit for the vehicle the following original items at scrutineering for the races in which they take part, and whenever requested:
 - a) TCT/TCR UK Technical Form;
 - b) Official form for the safety cage (ROPS – roll over protection system);
 - c) Certification for the catalytic converter.
- 3.4.2 The scrutineers may check the eligibility of a car or of a driver at any time during an Event and:
 - a) Require a car to be dismantled by the competitor to make sure that the conditions of eligibility or conformity are fully satisfied.
 - b) Require a competitor to pay the reasonable expenses for the exercise of the powers in Championship Regulation 3.5.
 - c) Require a competitor to supply them with such parts, samples/drawings and any other information, as they may deem necessary.
 - d) Require a competitor to replace a used part/s with the new part/s taken from original packing or other reference parts.
 - e) Require at any time during an event for any checks considered necessary to be undertaken (e.g. engine

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performance, fuel quantity etc.).

- f) They will have the right to seal cars or parts and make the check in an appropriate location and at a postponed date.

- 3.4.3 Any car which, after being passed by the scrutineers, is then dismantled or modified in a way which might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be presented again by the Competitor for scrutineering approval before taking part in any further practice session, qualifying or races.
- 3.4.4 The presentation of a car for scrutineering will be deemed an implicit representation that the car fully complies with the Regulations.
- 3.4.5 When a car is nominated by the TCT/TCR UK Eligibility Scrutineer or their deputy for Post Qualifying or Post Race scrutineering checks, it is the driver's responsibility to ensure that the car is taken directly to the scrutineering or Parc Fermé area without delay and in the same form in which it completed the Official Qualifying session or Race. Contravention of these requirements may result in the disqualification of the driver's Qualifying times or Race result by the Race Director/Clerk of the Course.
- 3.4.6 Failure to permit or facilitate Post Qualifying or Post Race scrutineering checks or hindering the same may be a breach of these Sporting Regulations and may in addition lead to disqualification from the Championship or to the imposition of any of the additional Championship penalties set out in these Sporting Regulations.
- 3.4.7 The TCT/TCR UK Eligibility Scrutineer or their deputy may require the Competitor and/or their team to carry out any necessary dismantling. If the competitor fails to do so TCT/TCR UK 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.
- 3.4.8 Measuring location for all official measurements (including weight and ride height):

The measurements are conducted in a designated area during technical scrutineering. The designated area will be a marked area in the Scrutineering Bay and Pit Lane during qualifying. The measuring tools are available to the participating teams to check the minimum ground clearance and weight after consultation with the TCT/TCR UK Eligibility scrutineer or their delegate.

- 3.4.9 Minimum Ride Height:
The minimum ride height has to be respected at any time during the event.

The minimum ground clearance with the driver in the car must not be less than the specified minimum in the published TCR BOP for that particular make and model of TCR **UK** car.

Measuring method:

The minimum ground clearance of the ready to drive car is checked using the supplied height gauge. The measurement is checked with the ready to drive car including the driver seated in the normal driving position, complete with full racing attire. The measuring gauge must be able to move freely under all parts of the car.

3.5 POST RACE SCRUTINEERING

- 3.5.1
 - a) TCT/TCR UK Organisers, the TCT/TCR UK Eligibility Scrutineer or the Race Director/Clerk of the Course may nominate any car for further inspection.
 - b) The nominated car(s) will be sealed by the TCT/TCR UK Eligibility Scrutineer in Parc Fermé. Thereafter it will be removed from Parc Fermé and no work by any representative of the Competitor or team unless by request of the TCT/TCR UK Eligibility Scrutineer, may take place.
 - c) The nominated car will then be transported to a suitable venue as may be advised, under the direction of the TCT/TCR UK Eligibility Scrutineer.
 - d) The TCT/TCR UK Eligibility Scrutineer shall direct representatives of the Competitor concerned to dismantle

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the car at the technical inspection. The competitor must be present. In default TCR /the Organisers 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. C3 applies of the current Motorsport UK General Regulations.

- e) Any breaking of or tampering with the seals is forbidden and may result in the disqualification of the car from the results (Motorsport UK General Regulation C3 applies).

3.5.2 Failure to permit or facilitate any inspection by the TCR Eligibility Scrutineer shall be deemed to be a breach of Regulations and in addition may lead to imposition of any one or more of the additional Championship penalties set out in these Sporting Regulations.

3.5.3 Should the TCT/TCR UK Eligibility Scrutineer decide that the car or any component of the car is not eligible this will be reported to the TCR Race Director/Clerk of the Course 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 these Sporting Regulations or the Motorsport UK General Regulations.

3.6 DATA ACQUISITION SYSTEM

- 3.6.1
 - a) Competitors must use the TCR data acquisition system specified by the TCR Technical Regulations.
 - b) This system must be used during the Championship and serves exclusively to store the data acquired. Competitors are responsible for this system being installed in strict compliance with the relevant instructions and to ensure it is working at all times during all sessions.
 - c) All costs connected with the installation, checking, servicing and updating of the system are borne entirely by Competitors.
 - d) The data may be checked at any time during an Event.
 - e) The weight of the system is included in the minimum racing weight of the car.

3.6.2 TCR UK reserves the right to request teams to fit additional vehicle data/tracking hardware. Any additional hardware will be supplied by TCR UK or its technical partners, and will not incur any additional cost to teams or drivers during the 2020 season.

3.7 TYRES - GENERAL

3.7.1 Specification
Car must run on Dunlop Slick Dry weather tyres or Wet tyres of the following specifications;

Dry use specification: 634755 - 265/660R18 Slick G76D CM004

Wet use specification: 635365 - 265/660R18 Wet CR9000 TC 01W2

- a) All tyres must be used as supplied by the Championship Technical Partner designated by TCR UK as follows:

Mr Tyre Motorsport Ltd
Unit 1, Apex Centre
Lovell
Tamworth
B79 7TA
Tel: 01827 211021

Contact:
Stuart Abbott - stu@mrtymotorsport.com
Dan Jeffs - dan@mrtymotorsport.com

3.7.2 It is not permitted to mix wet and dry weather tyres on the vehicle.

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- 3.7.3 Trackside fitting and support for all tyres will be from the Championship's Technical Partner
- 3.7.4 The use of tyre heating/heat retention devices and other treatments and compounds are prohibited at any time during the race weekend.
- 3.7.5 Foam or any other system enabling the car to be driven without pressure in the tyres is prohibited.
- 3.7.6 All tyre pressure regulation or tyre pressure monitoring systems are prohibited.
- 3.7.7 Dry weather tyres will be supplied with a registered bar code, it is solely the Entrant / Drivers responsibility to ensure that the bar codes on the tyre nomination form are the registered bar codes of those tyres fitted to the car.
- 3.7.8 It is not permitted to use any tyres whose bar codes are not listed on the tyre nomination sheet.
- 3.7.9 The Tyre Nomination Form must be signed by the Entrant/Driver and submitted to the Race Centre before the first qualifying session.
- 3.7.10 Tyres for official tests, warm-up and Free Practice sessions are free (subject to 3.7.1 above).
- 3.7.11 Dry weather tyres:
- a) The maximum number of new dry weather tyres available for each Driver over the 2020 season will be 48 tyres.
 - b) For the first event drivers/entrants may use a maximum of 12 new tyres and a minimum of 6 new tyres. No 'used' tyres are to be used.
 - c) For the entire season is a maximum of 48 tyres. From the second event drivers/entrants may use no more than 6 new tyres and 4 previously nominated used tyres per round.
 - d) A new tyre can be deemed to be new if it has not had any use on a vehicle.
- 3.7.12 Wet weather tyres:
Only the approved wet weather tyre may be used. The number of wet tyres will not be limited. There will not be an intermediate option available.
- 3.7.13 During an Event, checks will be made by the Championship Eligibility Scrutineer or his appointed representative to ensure compliance between the tyres used and serial numbers recorded on the Tyre Nomination Form.
- 3.7.14 In the event of damage to a nominated slick tyre it is permitted to change the tyre for a used tyre of similar use and wear subject to the approval of the Championship Scrutineer. The tyre record form will be updated accordingly.

3.8 ENGINES

Competitors are limited to one engine per season without incurring a penalty (see Championship Regulation 3.8.10).

- 3.8.1 The engine is associated with the driver's race number. It will follow the driver if they change cars, unless the new car is of a different model.
- 3.8.2 If a driver is absent from one or more Events that engine will be associated with the TCR Technical Form of the car.
- 3.8.3 In case of a car model competing with a TCR Temporary Technical Form an additional change of engine may be allowed solely at the discretion of the Race Director/Clerk of the Course after a detailed report is submitted by the TCR Technical Delegate.
- 3.8.4 An engine will be considered as having been used once the car has left the pitlane.

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- 3.8.5 Each engine must be sealed by the TCR scrutineer before being used by the competitor for the first time. It will be sealed in a way that prevents the dismantling of the cylinder head and oil sump.
- 3.8.6 Removal of any seal must be approved beforehand by the TCR scrutineer.
- 3.8.7 Any seal breaking without prior approval/authorisation will be penalised which may go as far as disqualification.
- 3.8.8 The breaking of any seal without prior approval/authorisation will be considered as a change of engine.
- 3.8.9 The replacing of an engine by a competitor must be requested in writing to the TCR scrutineer by using the official Engine Change Form.
- 3.8.10 A change of engine will automatically result in the driver starting the next race in which the driver takes part from the back of the Grid, except in a case of force majeure, the onus of proof being on the Competitor. In exceptional circumstances the Race Director/Clerk of the Course may waive the penalty if they believe the penalty has already been served.

3.9 TURBOS

A car may use no more than four Turbo units during the TCR UK Championship, without penalty (Championship Regulation 3.9.5). This supersedes the TCR Technical regulations.

- 3.9.1 A turbo will be considered as having been used once the car has left the pitlane.
- 3.9.2 Each turbo must be sealed by the TCR scrutineer before being used by the competitor for the first time.
- 3.9.3 Removal of any seal must be approved beforehand by the TCR scrutineer.
- 3.9.4 The breaking of any seal without prior approval/authorisation will be considered as a change of turbo and will be penalised, which may go as far as disqualification.
- 3.9.5 Any additional change of turbo automatically results in the driver starting the next race in which the driver takes part from the back of the Grid, except in a case of force majeure. The onus of proof being on the competitor.

3.10 REPLACEMENT CARS

- 3.10.1 At each round, the car (identified by its unique chassis number) in which a driver races, must be the same car in which the driver qualified.
- 3.10.2 No replacement cars are permitted to be used at any individual Event during the Championship.

3.11 WEIGHT

- 3.11.1
 - a) The Minimum Racing Weight is as per BOP including the driver, as it crosses the line.
 - b) Only scrutineers, officials and team members - on officials' request - may enter the weighing area. No intervention of any kind is allowed there unless authorised by such officials.

3.12 BALANCE OF PERFORMANCE

- 3.12.1 The weight of the cars (TCR Technical Regs) and its balance of Performance (BoP) will be defined by WSC before the start of the season and may be updated during the season according WSC Bulletin releases.

The BoP and the adjustments to the technical specifications of the cars are carried out by WSC. WSC is the

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exclusive owner of TCR Technical Regulations and IP rights, and the entity that authorised the Promoter to use TCR Technical Regulations.

Any breaches of these rules will be reported to the Clerk of the Course/Race Director.

The BoP and the adjustments to the technical specifications of the cars are carried out by WSC Ltd.

TCR cars with DSG gearbox are permitted to retain and use ABS.

3.13 SIGNALLING & COMMUNICATION

- 3.13.1 No signal of any kind may pass between a moving car and anyone connected with the car's entrant or driver save for the following:
- a) Legible messages on a Pit board.
 - b) Body movement by the driver.
 - c) Lap trigger signals from the pits to the car. Lap marker transmitters shall be battery-powered and once operating must be free-standing (i.e. not connected to any other Pit equipment by means of wires or optical fibres) and be incapable of receiving external information.
 - d) Verbal communications between a driver and their team by radio using an approved frequency subject to Q8.1.10 (a)].
- 3.13.2 Competitors are permitted to carry an on board system that will allow the organisers to send instructions / warnings and timing data. Only devices which receive data under the direct control of the Race Director/Clerk of Course or Chief Timekeeper may be used.

3.14 RADIOS

- 3.14.1 Pit to car radio systems may be fitted on competing cars at all Rounds. The use of public communication networks for this purpose is not permitted.
- 3.14.2 Radio frequencies used by a Competitor/Driver must be licensed for use in the UK by Ofcom or their approved agent. The Coordinator reserves the right to request production of the original Licence/Short Term Hire documentation to verify the use of any frequency by a Competitor/Driver at any time during the season.
- 3.14.3 The Competitor/Driver must always 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.
- 3.14.4 If a frequency used by a Competitor/Driver interferes with a frequency used by a local service or TCR or the Organisers then the Competitor/Driver may be required to change their radio frequency to a non-conflicting frequency to the satisfaction of the Coordinator and in accordance with the requirements of Ofcom.
- 3.14.5 Where the team has a non-transmitting radio receiver tuned to the frequency of a single transmitting device, which is under the direct and sole control of the Race Director/Clerk of the Course, the system is to be used solely for providing teams with instructions or warnings issued by the Race Director/Clerk of the Course.

3.15 FUEL

- 3.15.1 The single fuel supplier will be designated by Maximum Motorsport Ltd
- The only fuel permitted is the control fuel Sunoco CFR (102RON, 90MON, 2.2% oxygen) supplied by Anglo American Oil Company for the TCR UK. Fuel must be pre ordered 7 days in advance and will be delivered trackside directly by the supplier. Only this fuel must be used during engine power testing.
- 3.15.2 Fuel sample testing may be undertaken after qualifying and races by the fuel supplier for comparison testing

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purposes in accordance with Motorsport UK regulations.

- 3.15.3 Each car must be provided with its own individual fuel sampling hose and container. This container, which should be possible to seal to avoid vapours escaping, should be of a minimum 1 litre for the purpose of flushing through fuel from the car to clear the fuel sampling hose before the fuel sample is filled into a provided Motorsport UK conformant fuel sampling pot (provided by Anglo American Oil Company). This equipment must be available in parc ferme directly after qualifying and races.
- 3.15.4 At the end of practice / qualifying and of the race at least 3 litres of fuel from the tank of the competing car must be available to the Licenced Eligibility Scrutineer for analysis if required.
- 3.15.4 The cooling of fuel, by any means whatsoever is prohibited.

3.16 TIMETABLE

- 3.16.1 The time schedule and the programme of all sessions will be published separately per Event.
- 3.16.2 The Race Director/Clerk of the Course in consultation with the Stewards has the authority to amend the Event format and timetable at any time.

3.17 TESTING

- 3.17.1 There will be no restrictions on testing.

3.18 PARC FERME

- 3.18.1 Only those officials responsible for supervision may enter the Parc Fermé. No intervention of any kind is allowed there unless authorised by such officials.
- 3.18.2 As soon as the end-of-qualifying or end-of-race signal has been shown at the Line, Parc Fermé Regulations will apply in the area between the Line, Parc Fermé entrance and Parc Fermé, until the cars are released by a designated official.
- 3.18.3 From the moment the end-of-race signal is shown;
 - a) The Parc Fermé rules will apply, with the exception that, under the supervision of the marshals, electronic devices may be connected to the cars for the sole purpose of reading data. Such connecting systems must be located on the exterior bodywork of the car.

3.19 ROLES OF CHAMPIONSHIP OFFICIALS

- 3.19.1 The Coordinator is empowered to implement the coordination and administration of the Championship in accordance with these Sporting Regulations and the Commercial Undertakings and at the direction of TCR and the Organisers.
- 3.19.2 Eligibility Scrutineer - shall be the TCR Eligibility Scrutineer of the Championship and shall have and exercise all the rights, powers and duties of a Scrutineer specified in the Motorsport UK General Regulations and in these Sporting Regulations (as amended from time to time).
- 3.19.3 Permanent Race Director - shall be the Race Director/Clerk of the Course or their deputy of the Championship and shall have and exercise all the rights, powers and duties of a Clerk of the Course specified in the Motorsport UK General Regulations and of the TCR Race Director/Clerk of the Course in these Sporting Regulations.
- 3.19.4 Championship Stewards - Have the rights, powers and duties specified in the Motorsport UK General Regulations. The Championship Stewards shall exercise their function by sitting as a panel.

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4. SPECIFIC CHAMPIONSHIP REGULATIONS

In accordance with Section C of the Motorsport UK Yearbook.

4.1. INFRINGEMENTS OF TECHNICAL REGULATIONS

- 4.1.1 Arising from post-practice Scrutineering or Judicial Action:
Minimum Penalty: The provisions of Motorsport UK Regulations: C3.3
- 4.1.2 Arising from post-race Scrutineering or Judicial Action:
Minimum Penalty: The provisions of Motorsport UK Regulations: C3.5.1 (a) and (b).
- 4.1.3 For infringements deemed to be of a more serious nature the Race Director/Clerk of the Course will invoke the provisions of Regulation C3.5.1 (c).

4.2 ADDITIONAL EVENT PENALTIES – INFRINGEMENT OF SPORTING REGULATIONS

- 4.2.1 Any Appeal against the decision of the TCR Race Director/Clerk of the Course will be heard by the Stewards of the Event at which the matter arose. Any Appeal against the decision of the Stewards of the Event shall be to the MSC National Court in accordance with the procedures set out in the Motorsport UK General Regulations C7.1.
- 4.2.2 Should the TCR Race Director/Clerk of the Course or the Event Stewards find any driver is in breach of non-technical regulations or driving standards then they may impose any of the penalties specified within these regulations or Motorsport UK General Regulation [C2.1.1].
- 4.2.3 Any appeal from decisions shall be dealt with according to the General Regulations of the Motorsport UK.
- 4.2.4 A Drive Through Penalty or Stop-Go Penalty may be imposed by the Race Director/Clerk of the Course and shall be applied in accordance with the following procedures (in accordance with Motorsport UK General Regulation Q12.6.):
 - a) The TCR Race Director/Clerk of the Course 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.
 - b) 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 by an Official of the Event.
 - c) 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. This period may be extended under safety car conditions to the number of laps the safety car is in circulation, to allow the driver to serve the penalty after the safety car period.
 - d) For a Drive Through Penalty the driver must enter the Pit Lane, obeying the Pit Lane Speed Limit, and drive through the Pit Lane without stopping at his/her Pit and re-join the Race.
 - e) For a Stop-Go Penalty, the driver must enter the Pit Lane, obeying the Pit Lane Speed Limit, and stop at his/her designated Pit Area, remain stationary for the prescribed stop-go time which will be monitored by Officials, then leave the Pit Lane observing the Pit Lane Speed Limit and re-join the Race.
 - f) 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.
 - g) 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. This 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.
 - h) Any breach, or failure to comply with this procedure may result in additional penalties.
 - i) If an incident for which a Drive Through or Stop-Go Penalty is imposed, occurs within 3 laps or less remaining to the finish of the Race, the TCR Race Director/Clerk of the Course 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.
- 4.2.5 Where in the opinion of the TCR Race Director/Clerk of the Course any Competitor has gained an unfair

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advantage (whether inadvertently or not) from a breach of the Regulations either by their own actions or those of another competitor the TCR Race Director/Clerk of the Course may after giving the parties a right to be heard impose any penalty specified within these regulations or Motorsport UK General Regulations C2.1.1.

For penalties relating to Track Limits exceedances or False Starts penalties may be automatically applied without interviewing a driver or an entrant.

- 4.2.6 If a Competitor is found to be in breach of these Regulations the Championship Coordinator may refer the matter to the Championship Stewards who may impose one or more of the additional Championship penalties set out in Championship Regulation 4.3.
- 4.2.7 The failure to display an infringement notice and/or penalty on the timing screens and/or through any other team's communication system does not invalidate the decision and/or imposition of the penalty.
- 4.2.8 Protests and Appeals:
 - a) All Protests and Appeals must be lodged with the Race Director/Clerk of the Course.
 - b) At the discretion of the TCR Race Director/Clerk of the Course or Event Stewards any Enquiry or Protest or Appeal may be held over until a date & time of their choosing, but no later than Qualifying Practice at the next Event. All parties will be advised of the location; date & time of such a hearing.

4.3 ADDITIONAL CHAMPIONSHIP PENALTIES

- 4.3.1 These additional Championship penalties are without prejudice to and in addition to other penalties that may be imposed under the Regulations.
- 4.3.2 On consideration of a report of the Race Director/Clerk of the Course and/or any report and/or any written decision available from Event Stewards and/or a tribunal/enquiry where a Competitor is found to be in breach of the Regulations then the Coordinator, may request the Championship Stewards to review the evidence; they may impose any of the additional Championship penalties set out in Championship Regulation 4.3.3.
- 4.3.3 Where in the opinion of TCR and/or the Coordinator a Competitor has brought the Championship into disrepute, irrespective of any action taken under the General Regulations of the Motorsport UK, the matter may be referred to the Championship Stewards. After enquiring into the matter and giving the parties an opportunity to be heard, if the Stewards find the Championship has been brought into disrepute, they may impose any of the additional Championship penalties set out in Championship Regulation 4.3.1.
- 4.3.4 The penalties that may be imposed are as follows:
 - a) Reprimand.
 - b) Fine: Future participation in the Championship shall not be permitted until this fine is paid.
 - c) Forfeiture of Championship points (even if this results in a minus total of points).
 - d) Disqualification from the Championship.
- 4.3.5 One or more of the above may be imposed as appropriate.
- 4.3.6 In addition, or in lieu of any such penalty, the Championship Stewards, after consultation with TCR, may require the Competitor to take such steps as may be reasonable to mitigate the damage to the reputation of the Championship.
- 4.3.7 If a competitor receives a penalty that includes licence points, a '3 x points multiplier' championship penalty will also be incurred, whereby the number of licence points will be multiplied by three and that number of championship points be deducted from the championship total.
- 4.3.8 Any Driver who has received 3 penalties imposed by the Race Director/Clerk of the Course, of which 2 were imposed for non-technical infringements will, on receiving the third penalty be given a 10-place Grid Penalty for the next race in which they take part. The same rule will apply for the next 3 Event penalties, and so on until the

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end of the Championship. If a Grid Penalty cannot be physically applied the Race Director/Clerk of the Course may impose another penalty at their discretion.

- 4.3.9 Any Appeal against a finding under Sporting Regulation 4.3 shall be in accordance with procedures set out in the General Regulations of Motorsport UK General Regulation C7.1.

4.4 SOCIAL MEDIA

Social media, including, but not restricted to, facebook, Instagram, Twitter etc. is a powerful and wide reaching medium for the expression of views and opinions, and the sharing of photographs and video. As such, competitors should be aware that their conduct on social media regarding the Championship, the BRSCC and its drivers should reflect the impact social media has. If a competitor is considered to have brought the Championship and/or the BRSCC into disrepute in the opinion of the Championship Stewards they may be subject to a penalty or disqualification from the championship. Additionally, competitors are reminded that the Motorsport UK monitor social media and any remarks that are deemed to bring the sport into disrepute can lead to penalties. For clarity, it is accepted that crashes are an inevitable feature of motor-racing and the posting on social media of imagery containing a crash does not bring motorsport into disrepute, but competitors are reminded that careless associated comments may do.

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5 TECHNICAL REGULATIONS

5.1 INTRODUCTION – TCR UK only

The technical regulations are as detailed on the TCR website . You will need to register for access.

5.2 GENERAL DESCRIPTION

- 5.2.1 Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout the Events.
- 5.2.2 The presentation of a car for scrutineering will be deemed an implicit statement of conformity.
- 5.2.3 Events in the Championship are reserved for TCR cars in conformity with the TCR Technical Regulations.
- 5.2.4 TCR Technical forms, compulsory to take part in any TCR Competitions, are issued by WSC Ltd. In accordance with TCR Technical Regulations WSC Ltd may issue Temporary TCR Technical Form in case of new models. WSC is the only authority able to replace a Temporary Technical form with a TCR Technical Form.
- 5.2.5 The models accepted for TCR are listed in Appendix 1 of these regulations. The list may be amended at any time by the TCR Technical department.

5.3 SAFETY REQUIREMENTS

- 5.3.1 All cars must conform to the general and competition regulations of the Motorsport UK, which define minimum safety requirements for racing purposes. All cars must conform to these regulations before they can be accepted for either racing or official practice. You should refer to the Motorsport UK General Regulations sections J5, Q and K.
- 5.3.2 It is generally accepted that in order to ensure the safety and security of a car, it must be kept clean so that faults can be easily spotted and identified. Likewise, the components of the car should be race worthy to the best possible degree and fitted securely. Therefore, it is a requirement of entering the Championship that competitors will ensure that their cars are clean prior to being presented for safety scrutineering, and for qualifying and races. The Safety Scrutineers reserve the right to refuse to scrutineer a car if it is presented in a sub-standard condition. Furthermore, the Race Director/Clerk of the Course reserves the right, on the TCR Eligibility Scrutineer's advice, to prevent a car from taking part in qualifying or races, should the presentation not be up to standard.

5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS

- 5.4.1 This is a Championship for TCR cars that have been specifically designed and built and are recognised as TCR cars by WSC. The only adjustments permitted to these cars are those detailed within the Technical Regulations.
- 5.4.2 All vehicles must comply with Motorsport UK General Technical Regulations contained within Sections Section J & Section Q of the Motorsport UK Yearbook.
- 5.4.3 If in the light of experience, when safety related changes to these regulations are necessary, competitors will be given at least 10 days' notice to effect modifications.

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- 5.4.4 No standard components can be modified, substituted, relocated or changed in any way except those specified within the Technical Regulations.
- 5.4.5 The Technical Regulations are set out in accordance with the Motorsport UK specified format. It should be clearly understood that if the text contained herein does not specifically permit modifications, of whatever nature, to the original car, competitors must work on the principle that modifications to the TCR model are NOT permitted.

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5a TECHNICAL REGULATIONS – DUNLOP TOURING CAR TROPHY (TCT)

5.1a INTRODUCTION

5.1.1a These technical regulations published by the Dunlop Touring Car Trophy and in conjunction with the BRSCC are for the Dunlop Touring Car Trophy and cover all eligible vehicles. For 2020 Maximum Motorsport Ltd. Have aligned the two (TCR UK & TCT) to provide an affordable opportunity for drivers to experience and learn modern Touring car machinery.

5.1.2a In order to equalise performance between models and classes the Dunlop Touring Car Trophy has the right to amend the Technical Regulations at any time during the Series and further to issue additional statements concerning these Technical Regulations from time to time, subject to Motorsport UK approval. All such statements will be issued in a bulletin to the Motorsport UK and all registered competitors by posting to the address detailed on the Series Registration form or by sending to the e-mail address detailed on the Series Registration Form or faxing to the fax number detailed on the Series Registration Form, or delivery to the competitor by hand. All competitors, team members, and persons associated with the above agree to be bound by the Technical Regulations including any amendments, variations or statements relating thereto. Only Technical Bulletins, clarifications or directives issued by the Series Management under the instructions of the Administrative Board will be effective in the Series.

5.1.3a It should be clearly understood that if these Technical Regulations do not clearly specify that you can do it, you must work on the assumption that you cannot as per section 5.4.2

5.1.4a Technical regulations may be altered immediately on safety grounds.

5.2a GENERAL DESCRIPTION AND REQUIREMENTS

5.2.1a The Dunlop Touring Car Trophy 2020 is open to vehicles which comply with these technical regulations and have been issued with a MaximumGroup.net Dunlop Touring Car Trophy Logbook. (see 5.2.6). The series will be for cars as follows:

- NGTC Touring Cars
- Super 2000 Touring Cars
- International and National series 2 litre Turbocharged Touring Cars.
- Seat Leon Eurocup Cars
- Seat Super Copa 2

All of the above cars must comply with their relevant specification or Homologation documents. Upgraded series production 2.0 Turbocharged Cars and Other suitable vehicles and engine capacities at the Series management discretion. Whenever power figures are referred to in these regulations they will be imperial flywheel horsepower (BHP) using the DIN70020 standard.

Cars must be fitted with the engine type originally fitted to that particular model with the exception of Super 2000 and NGTC Touring Cars which may also be fitted with the complete 2013 spec Swindon Powertrain Touring Car Engine or Mountune Touring Car Engine power unit and ECU sealed by the manufacturer.

The maximum engine capacity for turbocharged power units is 2.0 litres.

5.2.2a The series organisers will permit a limited number of vehicles which may not necessarily comply fully with the all these series regulations to compete only where the organisers deem their inclusion is for promotional or any other purpose where they deem their inclusion is beneficial to the series. These cars will set a suitable weight limit that they will run to prior to Qualifying subject to negotiation with the Series Scrutineer. These cars will be eligible for trophies and subject to success ballast.

5.2.3a All vehicles invited to compete in the Maximumgroup.net Dunlop Touring Car Trophy 2020 will be issued with a Maximumgroup.net Dunlop Touring Car Trophy Technical Registration Form which must be completed prior to the vehicle first being power tested. This will be used to compile the Log Book which will be held by the Series

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Co-ordinator and / or Scrutineer.

5.2.4a Examination of Vehicles.

5.2.4.1a The Series Scrutineers in addition to any other powers they may have under these Regulations reserve the right before or after any race in the Series to designate any one or more of the competing cars for special eligibility scrutineering. Upon such election being made the competitor shall immediately place the car under the control of the organisers and be deemed to have permitted all such scrutineering, examination and testing as the organisers may responsibly require to undertake. The organisers have the right to:

5.2.4.2a Examine the car at the circuit for such period as they may reasonably require and take fuel samples.

5.2.4.3a Retain the car for detailed examination at the premises chosen by the organisers. If the organisers elect to retain the car they shall make it available for collection by the competitor at least seven days prior to the qualification session for the next race in the Series unless the car is found to be in breach of these regulations, and/or seal the car and its components in such a manner as they may choose and require the competitor at their own expense to present the car at any other premises chosen by the organisers for detailed examination within a specified period. The competitor will be advised in writing of the time, date, and location of the subsequent testing or eligibility examination.

5.2.4.4a The overseen stripping of the engine or any required component will be undertaken by the competitor or his representative and one mechanic or technician nominated by the competitor, at their expense.

5.2.4.5a The organisers reserve the right to re-inspect vehicles at any time during the course of the season, should there have been a regulation infringement or circuit incident.

5.2.4.6a Competitors will be personally and solely responsible for ensuring that their cars comply with their Maximumgroup.net Dunlop Touring Car Trophy Logbook's Technical Data, their registration details and with these regulations for each event at which they are entered. Failure to comply in any respect will be a breach of these regulations. Queries concerning eligibility should be referred in writing to the Series Eligibility Scrutineers or organisers at least seven days prior to an event entered to permit a ruling in advance of any meeting at which it is intended to compete.

5.2.4.7a Tests to establish the power output of any car may be carried out by the organisers or their representatives in the presence of one or more of the series eligibility scrutineers. Such power testing will be carried out using designated rolling dynamometer equipment. (See 5.7.1) Any collection, delivery or running costs incurred during the testing procedure will be the responsibility of the competitor.

The Series 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 Series Scrutineer. Such scrutiny may be assisted by a recognised analyst. Failure to permit or facilitate inspection of any electronic devices will render the vehicle ineligible under series regulations and the cancellation of the vehicles Maximumgroup.net Dunlop Touring Car Trophy Log Book.

5.2.4.8a PERFORMANCE MONITORING DEVICE

It is mandatory that all cars in the 2020 Dunlop Touring Car Trophy are fitted with the approved performance monitoring device so as to monitor Engine and Car Performance.

5.2.4.8.1a The approved performance monitoring device is either the NGTC Cosworth DataLogging system or the AIM Technology Solo 2 DL or higher specification AIM Technology system. The performance monitoring device must be purchased by the team or driver and must be fully operational at all times during the competition. The unit

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must be configured by the supplier and sealed prior to first use.

5.2.4.8.2a This must be fitted according to the manufacturer's instructions

5.2.4.8.3a Appropriate Cosworth or AIM Technology Software must be used.

5.2.4.8.4a The mandatory performance monitoring device must be fitted and fully operational for all Series Official Power tests (including the pre-season Power Tests).

5.2.4.8.5a It is the responsibility of the competitor to ensure that the performance monitoring device is working and will provide the data required by the Scrutineers. Failure to provide such data for any reason will lead to a Non-Compliance report being issued to the Clerk of the Course and penalties as set out herein will be applied.

The parameters which are required to be logged on the performance monitoring device for each car will be notified by Technical Bulletin and may be changed at any point during the season by further Technical Bulletins.

To order an approved performance monitoring device, drivers or teams will need to order directly from AIM Technology Ltd.

5.2.4.9a Where 'standard' is referred to in these regulations, this is defined as being exactly the same in every qualitative and quantitative sense as that which was supplied as new on that vehicle by the manufacturer and if specified exactly as per the relevant homologation or identity document.

No tolerance will be allowed on any measurement of any part defined as being standard in these regulations.

5.2.5a **VEHICLE ELIGIBILITY – TCT TROPHY LOGBOOK**

Any car which is entered into any round of the Dunlop Touring Car Trophy 2020 must have been issued with a Dunlop Touring Car Trophy Logbook in order to be eligible to compete.

All registered contenders must provide a copy of their Motorsport UK/FIA Homologation/ Original Specification Document a copy of which will remain with and form part of the series logbook.

The intention of the Logbook is to bring an additional level of definition to those cars which are eligible to compete in the Series.

5.2.5.1a The issuing of a Dunlop Touring Car Trophy Logbook does not constitute any endorsement of the car's legality under these or Motorsport UK regulations. The Dunlop Touring Car Trophy reserves the right to issue Logbooks outside these eligibility guidelines as required.

5.2.5.2a The Logbook will record details of the car, scrutineering notes, reference pictures taken by or supplied to by the series scrutineer, and record power test details. All Logbooks will be held by the Dunlop Touring Car Trophy or the Series Scrutineer. The content of each Logbook will remain confidential and only released to the nominated owner of the car or his/her agent. However, the Dunlop Touring Car Trophy will confirm the existence or otherwise of a valid Logbook to any enquiry received.

5.3a **SAFETY REQUIREMENTS:**

5.3.1a All cars must conform to 2020 Motorsport UK Yearbook, K1 Safety criteria, and sections K2.1.2-K2.1.3, K3.1.2.(a), K5 to K10.

5.3.2a Throughout the practice, qualifying or race drivers must wear an approved helmet and balaclava, together with approved overalls, gloves, underwear, socks and boots.

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5.3.3a A Fire Extinguisher in accordance with Q19.14.7/K3.1.2 (a) must be fitted, FIA Homologated plumbed in system only, to a minimum of 4 litres. The extinguisher must be serviced in line with manufacturers recommendations and the FIA requirements. It must carry a validated and current manufacturers service label at all times.

5.3.4a Competitors are reminded that the use of Frontal Head Restraint (FHR) devices are mandatory.

5.3.5a Fitment of a multipoint welded in cage is mandatory the ROPS must be homologated or have a current Motorsport UK ROPS certificate. Bolt in roll cages are not permitted.

It is permitted to remove and replace areas of contoured interior body panels along with sections of the transmission tunnel with flat plating. Such modification may only be carried out on the driver's side of the car centre-line. This is permitted wholly and exclusively to give adequate driver/seat clearance from the ROPS and provide a strong, flat and safe location to weld seat rails. Secondary functions, particularly for packaging or weight distribution advantages are not permitted. The driver when normally seated must remain wholly to one side of the vehicle.

5.3.6a All rollcage tubes situated within a perimeter of 50cm around the driver's head, this measurement being taken with the driver sitting in the driver's seat with his harness fastened, must be equipped with a non-flammable protective sleeve.

5.3.7a It is recommended that the driver's window be covered with laminating film or replaced by Perspex or similar to a minimum thickness of 4mm. All side and rear windows can be replaced by Perspex or similar minimum 4mm J5.20.8. The windscreen must be of laminated glass except NGTC cars which may use the approved polycarbonate screen which may be heated. Window nets must be used if driver's side window is open during qualification or race.

5.3.8a Additional safety fasteners must be fitted for each of the bonnet and boot lids. These fasteners must be of ferrous metal only, aluminium alloy pins are not permitted. The original locking mechanisms must be rendered inoperative or removed.

It is not permitted for a bonnet to distort on its leading edge at speed (where a bonnet has had its internal bracing removed for example). If a bonnet is not sufficiently braced to prevent movement, it must have an additional central safety fastener.

5.3.9a The original driver's seat must be replaced by an FIA-homologated competition bucket seat (minimum 8855/1999 standard) with five (5) passages for the safety harness straps.

The limit for use is 5 years from the date of manufacture indicated on the mandatory label.

An extension of 2 further years may be authorised by the manufacturer and must be indicated by an additional label.

The use of carbon fibre or aramid construction is authorised.

The seat must be mounted by means of at least four (4) M8 bolts of at least 10.9 quality.

The original seat mountings may be removed.

The use of the competition seat mountings homologated with the seat is recommended.

The driver's seat may be moved back, but not beyond the vertical line defined by the front edge of the original back seat. The limit is constituted by the rearmost point of the driver's shoulders.

It is permitted to remove and replace areas of contoured interior body panels with flat plating for the sole purpose of providing a strong, flat and safe location to weld seat rails.

5.3.10a A safety harness equipped with a turn buckle release system and having a minimum of five (5) anchorage Points homologated by the FIA is compulsory. Motorsport UK Regulation Q19.14.2. These belts have an

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expiry date after which they must not be used. In the event of a serious accident belts must be replaced as a matter of course as unseen damage may have occurred.

5.4a **GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS:**

5.4.1a The prescriptions of the current Motorsport UK yearbook J5 and Q19 to Q19.16 apply except where modified by these regulations.

5.4.2a It should be clearly understood that if these Technical Regulations do not clearly specify that you can do it, you must work on the assumption that you cannot.

All modifications which are not explicitly allowed by the present regulations are forbidden.

An authorised modification may not entail a non-authorised modification.

The limits of the modifications and fittings allowed are specified hereinafter.

Apart from these, any part damaged through wear or accident can only be replaced by an original part identical to the damaged one.

On the complete car, any nut, bolt, or screw may be replaced by another nut, bolt, or screw, provided that the material, diameter, and thread of the original production part is respected unless otherwise allowed under these technical regulations.

5.4.3a Under all circumstances the primary function of any component, even if its design is free, is the overriding factor in determining its eligibility. Secondary functions, particularly aerodynamic, unless otherwise allowed under these technical regulations are not permitted.

5.4.4a The expression 'free' means that the design and manufacture of that item is free except where any of these technical regulations state otherwise.

The expression 'standard' is defined in regulation 5.2.4.9.

5.4.5a All forms of data and/or voice transmission to or from the car when stationary or moving are forbidden.

5.4.6a Materials unless expressly authorised by the regulations, the use of titanium, ceramics, magnesium, is prohibited, unless it corresponds exactly to the original material. The use of fire-resistant composite material, based on fibreglass, is authorised.

Damaged threads can be repaired by screwing on a new thread with the same interior diameter ("helicoil" type).

5.5a **CHASSIS**

5.5.1a Seam welding is permitted. It is permitted to remove any unused brackets, the spare wheel well and double skinning of doors, boot lid and bonnet, together with underseal and sound deadening.

5.5.2a Chassis and Inner wheel arches may be modified to allow the clearance for control suspension parts, wheels and tyres only. Material may not be removed to allow clearance for suspension components and linkages. Minimum bodywork apertures in the rear inner wheel arches are permitted in order to facilitate adjustment of suspension components and/or packaging of damper units only.

5.5.3a On NGTC cars chassis modifications are permitted for the installation of control front and rear subframe.

5.5.4a Where the spare wheel well is removed it must be replaced neatly with a solid panel.

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- 5.5.5a Top suspension mounts can be strengthened with the addition of steel plates. Position must remain as standard plus or minus 25mm in horizontal and vertical planes.
- 5.5.6a Only the upper swage (cone-shaped) pressing from the original front and rear top suspension mounting may be removed from the top suspension mounts for the sole purpose of allowing fitment of strengthened top mounting plate (5.5.5) and/or to facilitate adjustment of the suspension strut top. All other removal of material from suspension strut top is prohibited.
- 5.5.7a All suspension mounts must comply with the relevant specification / Homologation document.
- 5.6.a **BODYWORK**
- 5.6.1a Interior
Interiors must be kept tidy and painted in a single colour.
- 5.6.2a The original dashboard moulding must be retained, although air vents and control panels inset into this moulding may be removed and neatly covered.
- The trimmings situated below and behind the dashboard and which are not a part of the visible moulding may be removed. Dashboard material visible from the vehicle cabin may only be removed below the horizontal level at which the steering column protrudes from the dashboard.
- The only exception to this is to accommodate the fitment around the A-pillars of the rollcage, for which purpose minimum removal of dashboard moulding is permitted.
- The instruments are free. However, their installation should not present any risk.
- Standard switches may be replaced by switches of different design and may be fitted at different locations on the dashboard or on the centre console. Any openings that result from their removal must be covered.
- 5.6.3a Removal of additional accessories which have no effect on the car's behaviour, such as those which render the interior of the car more aesthetic or comfortable (lighting, heating, radio, etc.), are authorised provided that they do not influence, even in a secondary manner, the performance of the engine, steering, transmission, brakes or road-holding.
- 5.6.4a With the exception of the inner door trim panels all internal coverings and trims, including the headlining, sound deadening material, the standard seat belts, rear parcel shelf trim and carpets, must be removed from the cockpit, engine compartment, and luggage compartment. It is permitted to remove the weather strips from around the door and boot/tailgate openings.
- The door inner trim panels must be either retained, or replaced by fire resistant panels which completely cover the window winder and door catch mechanisms. These panels must be neat and cover the entire door opening.
- 5.6.5a Manual window winders may replace electrical system if fitted. Driver's window must either remain fully functional or be fitted with an aperture for signalling purposes. The total mechanism may be removed from the front passenger and rear doors with the windows sealed shut. Cooling ducts for interior cooling may be added to rear side windows.
- 5.6.6a The interior de-misting unit may be replaced with a non-standard unit, but the car must retain an effective operating de-misting system. Motorsport UK regulations require adequate means of de-misting in closed cars for which purpose a single external air vent may also be fitted on each side of the vehicle.
- 5.6.7a The steering wheel is free, but it must be closed. A removable steering wheel is permitted.

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- 5.6.8a The gear change lever and linkage may be altered or replaced to improve the ease of use together with the pedals, which may be strengthened or replaced with stronger units.
- Modifications to the bodywork for the mounting and passage of the new gearshift control are authorised only if they are not at variance with other points of these regulations.
- 5.6.9a **Exterior**
- Presentation;
- The presentation of the car is fundamental to the profile of the series, its sponsors and its audience. Therefore in considering whether to permit any car to race, at any point during the season, the Organisers will regard as paramount the presentation of the car. In taking into account its appearance inherent in which is the standard of its presentation (including interior) they may exclude any car which they consider may prejudice the reputation of the series or is otherwise unacceptable.
- This includes vehicles presented at a race event bearing accident damage sustained at a previous event and which has not been subject to the completion of a full and proper repair (e.g. "tank-tape" repairs). Note: A double header can be regarded as one event for the purposes of this regulation.
- Exterior must display all Series sponsors decals correctly as defined by the Dunlop Touring Car Trophy for the 2020 Series. Windscreen strip must remain in the colour supplied by the Dunlop Touring Car-Trophy for 2020.
- 5.6.10a The bumper mountings are free as long as the bodywork and the shape and position of the bumpers remain unchanged.
- 5.6.11a Only the original apertures in the bodywork may be used for the passage of cooling air. Original apertures are defined as existing apertures in the bodywork which are open or partially or completely covered by removable parts (e.g. fog lamps, blanking panels, louvres, grills, etc.).
- To allow the passage of cooling air, the removable parts may be removed or opened.
- The connection of the air ducts to the original apertures in the bodywork is free as long as these apertures remain unchanged.
- 5.6.12a The standard bonnet and boot/tailgate catches must be removed and replaced with ferrous metal safety units which can be opened from outside the vehicle aluminium alloy pins are prohibited. It must be possible to open all the doors from the outside, although controls for opening the rear doors from the inside may be removed.
- 5.6.13a External fire extinguisher and electrical cut out switches are mandatory, and marked as per Motorsport UK regulations. Minimum bodywork apertures are permitted for this purpose.
- 5.6.14a The front grille must be as original and must be fitted with an original unmodified manufacturer badge fitted in its original location and retain the original finish. The grille assembly may be modified to increase airflow to the engine compartment but must retain the original appearance.
- 5.6.15a It is permitted to bend inwards (but not outwards) the metal edges of the wheel arches. It is also permitted to roll or remove the inner return of each wheel-arch. However this must not change the profile of the wheel-arch when viewed from the side.
- 5.6.16a It is not permitted to fit any under-body/under-engine protection other than fuel tank skid plate and a drive-belt guard no larger than that fitted as original
- 5.6.17a The windscreen wiper system is free in location and method of operation, providing that it is fully operational

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at all times and capable of satisfactorily clearing the area of the screen ahead of the driver. Any rear screen wiper and mechanism may be removed.

- 5.6.18a Ground clearance: The minimum ground clearance at all times during the race meeting must not be less than 80mm for any part of the vehicle with the vehicle in race trim minus the driver. If the underside of the vehicle is swept with a 80mm block it must be able to pass under all parts of the vehicle without touching.

The minimum ground clearance of individual cars may be subject to review at any time during the currency of the 2020 regulations by the Dunlop Touring Car Trophy who may implement a variation by way of a bulletin issued by the organisers and co-coordinator.

- 5.6.19a It is important to the presentation of the Series that all cars must use the full bodykit as specified or homologated for that model and derivative. For the purposes of these regulations, a bodykit is defined as being the front and rear bumpers, rear spoiler, side skirts, bonnet and grille components. All elements of the bodykit must be fitted. Bodykit elements that are not genuine parts may be substituted provided they are identical in external appearance to the original part.

- 5.6.20a It is permitted to update a vehicle to its later facelifted variant.

- 5.6.21a All elements of the bodyshell's unibody construction and all body panels attached to it must be of ferrous material, or original manufacturer's material for that component. For bolt-on panels to the bodyshell, mounting method is free provided they are fully secure.

- 5.6.22a It is not permitted to have any aerodynamic device that is capable of movement in any plane, by hydraulic, mechanical or electrical means, before, during, or after qualifying, or race.

- 5.6.23a Minimum openings in the bodywork to house any air jack hose connections and external fuel fillers as defined in regulation 5.15 are authorised.

- 5.6.24a All cars must have two external rear-view mirrors, one on the left hand side and one on the right hand side. Their external shape and location must be that of an original part as fitted on that model, but the internal components may be modified provided that the field of vision is unrestricted.

5.7a **ENGINE:**

- 5.7.1a All competitors entered in the Dunlop Touring Car Trophy 2020 must have their engines power tested prior to the first race of the season at the designated rolling road. Dates for these mandatory pre-season power tests, and official power tests throughout the season will be issued in a bulletin.

On accepting entry to the Dunlop Touring Car Trophy you are accepting that power testing of your vehicle will be carried out to establish the power to weight ratio. Due to the nature of rolling road power testing any weaknesses or defects to the powertrain or driveline may be exacerbated by this.

If the series scrutineer or the rolling road operators are unhappy with the condition of the vehicle they may decline to test unless rectification is carried out.

However they may not be able to foresee every mechanical defect on your vehicle and for this reason power testing will only be carried out at your own risk.

Neither the Dunlop Touring Car Trophy, its agents or the rolling road operators can or will be held responsible for any failures howsoever caused.

- 5.7.1.1a Engine power will be measured on the dynamometer at the nominated rolling road. All power figures will be in flywheel horsepower using the DIN70020 standard.

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Maximum Engine power output measured at flywheel.

Maximum **390Bhp** excluding Touring Cars and NGTC cars which have a maximum of **350-370bhp**.

For 2020 the nominated and designated rolling road will be the following:

The designated Rolling Road is:

AMD Tuning

6 Cliffside Trade Park

Motherwell Way

Grays

RM20 3XD

Tel: 01708 861827

- 5.7.1.2a Rolling Road cooling fans for all vehicles will be positioned at a maximum distance of 1 meter from the most forward part of the vehicle bodywork.
- 5.7.1.3a Engine and ancillaries as required may be sealed by an Motorsport UK Scrutineer or dyno operator on all cars following Rolling Road testing.
- 5.7.1.4a ECU data may be checked and recorded. A copy of this may be kept by the series eligibility scrutineer. The ECU will then be sealed. Bolts on the engine and timing cover may be drilled to facilitate sealing.
- 5.7.1.5a It is the competitor's sole responsibility to ensure that all metal seals, ECU seal and any additional paint seals, are kept in a clean and unbroken condition. (see Motorsport UK Regulation J3.1.6)
- 5.7.1.6a Where mechanical changes that require series seals to be broken the seals may only be broken with the authorisation series eligibility scrutineer and will be resealed prior to the next round.
- 5.7.1.7a Engine location
The engine must be located in the standard or homologated position plus or minus 50mm but mountings may be changed or replaced for solid or uprated units. The engine may be mounted directly to the chassis.
- 5.7.1.8a **PERMITTED MODIFICATIONS - All engine types**
The drive pulleys on the crankshaft, the vibration damper, all the pulleys of the auxiliary devices (alternator, water pump, etc.), the transmission belts and the belt tensioner are free. A belt-protector of a size no larger than that fitted as standard may be fitted for the sole purpose of preventing the ingress of debris onto the belts and pulleys.

The crankshaft/flywheel may be fitted with dowels to aid flywheel retention.

On forced induction engines all pipework from turbo to intercooler and intercooler to inlet manifold is free. The liquid cooling lines external to the engine block and their accessories are free. Lines of a different material and/or diameter may be used.

The exhaust system is free downstream of the cylinder head for naturally aspirated engines, and free downstream of the turbocharger exhaust exit flange for turbo engines provided that Motorsport UK noise levels measured in conformity with Motorsport UK noise-measuring methods, are not exceeded.
- 5.7.2.1a Naturally aspirated Engines
- A. Camshafts are free but location and drive train must remain standard
 - B. Flywheel is free but must be made from Ferrous metal.
 - C. Sumps may be freely baffled. No dry sump systems are allowed unless forming part of the original

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vehicle specification.

D. Cylinder heads may be gas-flowed.

E. Valve springs are free.

F. Pistons are free. It is permitted to have a maximum over bore of 0.0060 (sixty thousandth of an inch). This permitted overbore can apply over and above the maximum stated capacity.

G. Induction is free.

H. Design and construction of the air box and air filter is free.

I. Conrods are free.

J. Compression ratio is free.

5.7.2.2a Forced Induction Engines

A. Camshafts and drive train must be a standard or homologated variant. The only permitted modification is the fitment of vernier adjustable cam pulleys.

B. Flywheels may be lightened, minimum weight 4 Kgs.

C. Sumps may be freely baffled. No dry sump systems.

D. Cylinder heads may be gas flowed. Inlet and exhaust valves as homologated or standard size.

E. Bore and Stroke must remain standard. Maximum 2000cc. Pistons are free. It is permitted to have a maximum over bore of 0.0060 (sixty thousandth of an inch). This permitted overbore can apply over and above the maximum stated capacity.

F. Induction system must use a complete unmodified inlet manifold only. The only permitted modification is to drill and tap to allow the fitment of a pressure or temperature sensor into the inlet manifold. Throttle body may be modified by the addition and removal of material but must be a standard or homologated item only.

G. All air must pass through a single air filter and air box. Design and construction of the air box and air filter is free.

H. An air to air or air to water intercooler may be fitted. The end caps are free. Dry ice introduced to air inlet is prohibited.

I. Conrods must remain standard or homologated items and can be balanced.

J. Compression ratio is free.

K. Make and type of spark plug is free, but not in number.

L. Exhaust manifold, turbo charger must remain a complete component as per the specification or homologation document. The only permitted modification is to fit a single temperature sensor to the exhaust manifold to monitor exhaust gas temperatures.

On all turbochargers the actuator may be replaced, uprated or modified as long as the standard actuator for that turbocharger can be refitted without modification.

Exhaust manifold to turbo flange gasket is free as long as is fitted to original mounting points.

Turbocharger threads may be reclaimed by normal repair methods.

M. Exhaust system beyond turbo is free.

N. Water cooling of the intercooler is permitted.

O - Diesel Smoke Emissions:

It is strongly recommended that all competitors in diesel vehicles ensure that visible smoke emissions are kept to a minimum.

Any commercially available smoke reducing fuel additive is permitted for environmental considerations only. No other additives are permitted.

It is permitted to fit oxidation Catalysts or any other device to ensure that smoke emissions are as low as possible. Type, number, design, construction and fitment of any device or devices solely to achieve this is free. Any device or all devices used to achieve this must be fitted underneath and within the plan periphery of the

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vehicle. Devices must be effectively isolated and insulated from the passenger compartment.

Any diesel vehicle emitting unacceptable amounts of smoke will at the discretion of the Chief Scrutineer and/or Clerk of the Course be shown the black and orange flag as per Motorsport UK regulations. The competitor will not be permitted to continue racing at that meeting until such time as visible smoke emissions are rectified to the satisfaction of Series Eligibility Scrutineer.

If in the opinion of the Series Eligibility Scrutineer or his Deputy a vehicle is repeatedly emitting excess black smoke the competitor will be required to fit an exhaust oxidizer/catalyst/particulate trap or any other device to the satisfaction of the Series Eligibility Scrutineer and Series Coordinator before being allowed to complete in any other series rounds.

Evidence of this may be in the form of visual observation by the series Eligibility Scrutineer, his Deputy and or the Chief Scrutineer or his deputies, video or any other means. This will be taken as a Judgement of fact and is not subject to appeal.

This item will then become a mandatory requirement for that vehicle and recorded on the Maximumgroup.net Dunlop Touring Car Trophy Technical Logbook. Confirmation of this will be in writing to the competitor concerned from the Series Organisers and/or the Series Eligibility Scrutineer.

5.7.3a ECUs

5.7.3.1a ECUs must not be capable of performing traction control irrespective of whether the standard item has that functionality. A proprietary Launch Control System may be fitted.

5.7.3.2a All cars must either use the original OEM or homologated ECU or, or a Dunlop Touring Car Trophy approved system.

All competitors using non OEM ECU must supply the eligibility Scrutineer with a copy of the map used at the power test, a copy of the software used and USB compatible interface lead. The ECU will be sealed.

5.7.3.3a ECU switchable maps are permitted within the programmable ECU software.

5.7.3.4a No ECU may have any connection to a GPS speed signal.

5.7.3.5a All ECUs must be fitted with compatible plug to enable direct access to control units. This must remain functional and connected at all times.

5.7.3.6a Traction control systems:
All forms of traction control are prohibited unless forming part of the homologated specification.

5.7.4a Cooling System

A. On condition that it is in the original position of installation without modification to the external bodywork, the radiator and its mounting as well as its cover, cap, and the cooling air ducts upstream of the radiator are free. All radiators must be mounted within 500mm of the most forward part of the car's bodywork.

B. The water thermostat is free.

C. The control system of the electrically operated fan(s) and the temperature at which the fan cuts in is free. It is permissible to have an additional switch in the cockpit for electric cooling fans

D. Oil coolers may be fitted for engine, gearbox and power steering fluids. Pipework is free providing they are not at variance with other points of these regulations.

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5.7.5a Ignition System

The ignition system is free but the ignition management system must not perform any functions not intended by the manufacturer as per section 5.7.3.

5.7.6a Fuel Delivery System

- A. The fuel injectors are free but the number must be as original or homologated.
- B. Fuel pumps are free both in type and number.
- C. It is mandatory that Aeroquip type braided or metal fuel lines are used if pipes are run inside the vehicle.

5.8.a SUSPENSIONS:

- A. The suspension components (wishbones, arms, beam, supports bolted to the bodyshell or the subframe) as well as the bodyshell and subframes must be as original or homologated and components and may only be modified where permitted under these regulations.
- B. The camber and castor may be adjusted by using the original manufacturer's system or top mounting. Design and construction of the upper joints of McPherson suspension parts of the running gear is free provided that it bolts onto the original mounting points, which are retained on the bodyshell side (see regulation 5.5)
- C. Wishbones may be strengthened.
- D. Front and rear coil springs and spacers are free. It is permitted to fit helper springs to each damper unit.
- E. Dampers and mounts are free in type but not number, i.e. restricted to one per corner
- F. Rose type joints or uprated materials may replace rubber bushes on any of the suspension mounts.
- G. Lower Ball joints and Track Rod ends may be uprated. Their location may not be changed except for the front lower ball joints which may be raised or lowered by a maximum of 5mm in the vertical plane from the original attachment point in the lower wishbone.
- H. Front and rear camber and front caster is free. It is permissible to change the front hubs, rear hubs and wheel bearings for uprated items.
- I. Front and rear bump stops are free provided they are made of rubber or plastic. Any bolt or fixing used in the suspension may be changed for a higher specification item.
- J. Front anti roll bars and links are free. Rear anti roll bars and links are free.
The anti-roll bars must be made from ferrous material and must not be adjustable from the cockpit.
The mountings of the anti-roll bars must not have any other function.
- K. Rear Suspension:
Cars must use all of the specified or homologated rear suspension components which may not undergo any modifications, with the exception of the enlargement of circular mounting holes into elongated grooves for the sole purpose of adjustment of suspension geometry. All bushes may be replaced with uprated materials.
- L. Front upright must be a homologated or specified item and may not be modified.
- M. The front subframe may be seam welded and the addition of material is permitted for repair purposes provided that the suspension mounting points and the mounting locations of the subframe remain unchanged from standard. No removal of material is permitted.
- N. Suspension travel limiter: A strap or cable for limiting the suspension travel may be affixed to each suspension. To this end, holes of a maximum diameter of 8.5 mm may be bored on the bodyshell side and on the suspension side.

5.9a TRANSMISSIONS:

- A. Manual or Dual Clutch semi-automatic (DSG) permitted.
The gearbox must be the homologated or specified item as listed on the relevant document.
- B. The gearbox casing must remain as originally supplied. Gearbox casings may be strengthened by the addition of material.
- C. The inside of the original housing is free.

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- D. The gear kit and ratios are free.
- E. It is permitted to fit a mechanical limited slip differential, in the original differential housing.
- F. Final drive ratio is free.
- G. Sequential gear selection is allowed. Modifications to the bodywork for the mounting and passage of any new gearshift control are authorised only if they are not at variance with other points of these regulations.
- H. Drive shafts may be upgraded items.
- I. Outer and inner constant velocity joints may be upgraded.
- J. Gearbox mounts may be altered or replaced, and may be mounted directly to the chassis.
- K. The gearbox must always include a reverse gear, which can be engaged by the driver sitting in his/her seat with his/her safety harness fastened
- L. Clutch – The assembly is free. Dual Clutch Gearbox software must only be permitted by MaximumGroup.net.

5.10a

ELECTRICS

- A. The electric cable assembly of the engine and car is free provided that it respects the conditions listed under this section. Fuses may be added to the electrical circuit. The fuse box may be moved or removed.
- B. All front lights must be fitted as supplied for that make and model and must be fully operative at all times. Bumper mounted indicators and front fog lights only may be removed and the apertures must be sealed or used in accordance with regulation 5.6.11.
- C. Glass headlights must be protected by clear plastic anti-shatter film. Headlamps screens made from glass may be replaced with transparent polycarbonate screens with a minimum thickness of 3mm, providing they retain the standard appearance of the originals.
- D. All rear lights including a rear fog lights must remain functional.
- E. Only one vehicle battery may be fitted, make and type is free. It must be a sealed unit and may be mounted inside the vehicle so long as fitted in accordance with Motorsport UK regulations. It must be possible at all times to start the engine with the energy of the battery transported on board the vehicle.
- F. Alternators are free but must remain fully operational.
- G. All cars must fit a rear rain light centrally inside the rear screen.

5.11a

BRAKES

- A. Front and rear brake calipers are free.
The brake discs are free but must be made from ferrous metallic material.
- B. Brake pads are free.
- C. The fitment of manual brake compensator is permitted. The master cylinders and bias system are free.
- D. Brake cooling ducts are permitted but must not protrude beyond the silhouette of the vehicle and may only use original apertures in the bodywork as per 5.6.11 to bring the cooling air to the brakes. The connection of the air-lines to the original apertures in the bodywork is free provided that these apertures remain unchanged.
- E. The replacement of rubber brake lines by aircraft-quality braided lines is mandatory. The connection of the dual braking circuit is free.
- F. The pedal box and its location is free. Strengthening through the addition of material is permitted.
- G. The disc protection plates may be removed or their shape modified.
- H. The hand brake system may be removed.
- I. ABS control unit may be retained but must be hydraulically isolated except for those cars using DSG / Twin Clutch transmission where ABS may remain fully operational
- J. The brake servo is free, but the brake reservoir and the pedal box must remain in their original compartment.

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- K. Modifications to the bodysell are authorised provided they have no other function than to allow the fixing of the master cylinder and/or the pedal box, and that they are not at variance with other points of these regulations.

5.12a

WHEELS/STEERING:

- A. The type of steering wheel is free, subject to Motorsport UK Regulation J5.7 & regulation 5.6.7.
- B. The steering rack must be a standard or homologated component. The power steering system is free or may be removed. Cooling for power steering system is free. Pipework and its routing for the power steering system are free providing they are not at variance with other points of these regulations.
- C. The standard wheel bolts may be replaced by studs or centre lock up system.
- D. It is permitted to fit a single wheel spacer on each hub.
- E. Modifications may be made to outer wheel arches as stated earlier in regulation 5.6.15. No wheel arch extensions are allowed with the exception of authorised body kits.
- F. The top of the complete wheel assembly (flange+rim+tyre) above the wheel hub with the wheel in the straight ahead position must be covered by the wheel-arch when measured vertically.
- G. **Maximum Wheel Width: 10 inches between beads.**

5.13a

TYRES

5.13.1a

Cars must run on Dunlop Slick Dry Weather tyres or Wet tyres of the following specifications:

5.13.2a

Dry use specification:

634318 – 235/610R17 Slick G84D CM004

634439 – 245/640R18 Slick G76D CM004

634755 – 265/660R18 Slick G76D CM004

Wet use specification:

634618 – 235/610R17 Wet CR9000 G84W BC497

634696 – 245/650R18 Wet CR9000 B92W BC497

635365 – 265/660R18 Wet CR9000 TC 01W2

5.13.3a

Tyres must be supplied by the Series Technical partner:

Mr Tyre Motorsport Ltd

Unit 1, Apex Centre

Lovell

Tamworth

B79 7TA

Tel: 01827 211021

Contact: Stuart Abbott - stu@mrtiremotorsport.com Dan Jeffs - dan@mrtiremotorsport.com

5.13.4a

It is not permitted to mix wet and dry weather tyres on the vehicle.

5.13.5a

Trackside fitting and support for all tyres will be from the series' technical partner.

5.13.6a

The use of tyre heating/heat retention devices and other treatments and compounds are prohibited at any time during the race weekend

5.13.7a

Foam or any other system enabling the car to be driven without pressure in the tyres is prohibited.

5.13.8a

All tyre pressure regulation or tyre pressure monitoring systems are prohibited.

5.13.9a

Dry weather tyres will be supplied with a registered bar code, it is solely the Entrant / Drivers responsibility to ensure that the bar codes on the tyre nomination form are the registered bar codes of those tyres fitted to the

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car.

5.13.10a It is not permitted to use any tyres whose bar codes are not listed on the tyre nomination sheet.

5.13.11a The Tyre Nomination Form must be signed by the Entrant/Driver and submitted to the Race Centre before the first qualifying session.

5.13.12a Dry Weather Tyres:

a) The maximum number of new dry weather tyres available for each driver over the 2020 season will be 46 tyres.

B) For the first event drivers/entrants may use a maximum of 12 new tyres and a minimum of 6 new tyres. No 'used' tyres are to be used.

c) From the second event drivers/entrants may use no more than 6 new tyres and 4 previously nominated used tyres per round.

d) A new tyre can be deemed to be new if it has not had any use on a vehicle.

5.13.13a Wet weather Tyres:

The number of wet weather tyres will not be limited.

5.13.14a During an Event, checks will be made by the Series Eligibility Scrutineer or his appointed representative to ensure compliance between the tyres used and serial numbers recorded on the Tyre Nomination Form.

5.13.15a In the event of damage to a nominated slick tyre it is permitted to change the tyre for a used tyre of similar use and wear subject to the approval of the Series Scrutineer. The tyre record form will be updated accordingly.

5.14a WEIGHTS

A. The minimum weights for each vehicle can be found in appendix T1 where the minimum weight of the vehicle includes the driver as defined by Motorsport UK Regulation J5.15.

B. These minimum weights must be respected at all times during the event, in particular when the car crosses the finish line.

C. It is the responsibility of the competitor to supply and carry the ballast in a safe manner. It is permitted to complete the weight of the car by one or several units of ballast, fixed by means of tools in any part of the vehicle with the exception of the engine compartment. Liquid Ballast is not permitted nor may the vehicle be ballasted by adding excess fuel.

D. The minimum weight (base weight) of individual cars may be subject to review at any time during the currency of the 2020 regulations by the Dunlop Touring Car Trophy who may implement a variation by way of a Bulletin issued by the Co-ordinator.

5.15.a FUEL TANK & FUEL

A – Type of fuel tank.

It is permissible to change the fuel tank to an FIA spec bag tank or a fuel tank complying with Motorsport UK regulations. Cars fitted with endurance type quick fill tanks only may relocate the fuel fillers to the side or rear of the vehicle apart from in the window panels, and they must not protrude beyond the perimeter of the bodywork. It is permitted to cut an aperture in the bodywork to achieve this.

B – Location of fuel tank.

It is permissible to relocate the fuel tank from its standard position to the boot area or in the spare wheel well. Boot area is defined as the area directly behind the line of the original rear passenger seat back rest. If the tank is boot mounted there must be a fire wall between the fuel tank and the driver.

Where a vehicle is fitted with an FIA-approved endurance fuel bag-tank, it may be mounted in accordance with FIA regulations within the periphery of the roll-cage. An Endurance Tank is defined as one larger than the standard tank that it replaces for the purpose of long distance racing and fitted with FIA approved quick fill adaptors.

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Changes of the position of the tank may not give rise to any lightening or reinforcement, but any opening remaining after the removal of the original tank may be closed by the installation of an identically sized panel.

If fitted with a metal fuel tank under the body a fuel tank guard must be fitted as per Motorsport UK regulation Q19.1.4.

C – Fuel Pumps

The fuel pump is free.

The pumps must be separated from the cockpit by a fireproof and liquid-proof protective device.

If the original composite fuel tank is fitted and it is in the original position with no modifications, no additional fuel tank guard is necessary.

D – Fuel – Petrol engine vehicles

The only fuel permitted is the control fuel Sunoco CFR (102RON, 90MON, 2.2% oxygen) supplied by Anglo American Oil Company for the Dunlop Touring Car Trophy. Fuel must be pre ordered 7 days in advance and will be delivered trackside directly by the supplier. This fuel only must be used during engine power testing.

Fuel sample testing may be undertaken after qualifying and races by the fuel supplier for comparison testing purposes in accordance with Motorsport UK regulations.

Each car must be provided with its own individual fuel sampling hose and container. This container, which should be possible to be sealed to avoid vapours escaping, should be of a minimum 1 litre for the purpose of flushing through fuel from the car to clear the fuel sampling hose before the fuel sample is filled into a provided Motorsport UK conformant fuel sampling pot (provided by Anglo American Oil Company). This equipment must be available in Parc Ferme directly after qualifying and races.

At the end of practice/qualifying and of the race at least 3 litres of fuel from the tank of the competing car must be available to the Licenced Eligibility Scrutineer for analysis if required.

E – Fuel Diesel engine vehicles

Only white diesel pump fuel as defined by Motorsport UK may be used. Any commercially available smoke reducing fuel additive is permitted for environmental considerations only. No other additives are permitted. Fuel samples may be taken after qualifying and races.

5.16a

SILENCING

As per Motorsport UK regulation J5.17 & J5.18. It is the competitors' responsibility to ensure that his/her car complies with the above noise regulations which are strongly enforced.

The exhaust outlets must comply with Motorsport UK regulation J5.16 and regulation 5.7.1.8.

5.17

NUMBERS and SERIES DECALS

Both Car and Driver must meet the requirements of livery listed in Section 6 during all practice, qualifying and races. Competition numbers as per Q 11.4

Any sponsors decals which each car and driver must carry will be identified as reserved areas and will be notified and confirmed in an Official Bulletin. Decals must be displayed in the correct position as defined by the organisers. Failure to comply with this regulation may at the Series Coordinator's discretion, lead to the competitor being denied from taking part in the race meeting with no refund.

Note: No additional stickers or livery may appear on the front windscreen of the vehicle other than the Dunlop Touring Car Trophy supplied screen strip fitted without alteration to its appearance.

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6. APPENDICES

The following Commercial Undertakings are not subject to the judicial procedures of the Motorsport UK/MSK.

- 6.1.1 Appendix 1 – Eligible cars
- 6.1.2 Appendix 2 – Commercial Undertakings and Agreement (Promotional activities)
- 6.1.3 Appendix 3 – Race suit & Car number decals layout

Appendix 1

TECHNICAL BULLETIN

TCR Balance of Performance & Eligible Cars TO FOLLOW

Appendix 2

6.2 COMMERCIAL AGREEMENT

- 6.2.1 Parties:
 - 1. Maximum Motorsport Ltd, the promoter of TCR UK
 - 2. The entrant as defined on the registration form.

6.3 ENTRANTS' PARTICIPATION IN TCR UK

- 6.3.1 By signing the 2020 TCR UK Registration Form the Entrant confirms their participation in TCR UK for the 2020 season and agrees to be subject to the TCR UK Sporting/ Technical Regulations and the Appendices.
- 6.3.2 The Entrant must ensure that the TCR official name and/or logo, as depicted in the Appendix 2 (the “**TCR Trademark**”), is included in each advertisement or promotional material relating to the Competitor's participation in TCR UK.
- 6.3.3 The Entrant must affix the sticker bearing the TCR trade mark and Championship sponsors' trade marks (as provided by the Championship Coordinator), on each of the Competitors racing cars participating in TCR UK for each Event and for all promotional activities undertaken by, for or on behalf of, the Competitor, or the Competitor's manufacturer/team as follows and according to the scheme set out in Appendix 3:
Note: The sizes may vary slightly, however the decals must be applied as per the diagram to avoid a penalty.
 - Windscreen strip (approx. 25cm deep)
 - Rear window strip upper part (approx. 12cm deep)
 - Front door race number plates on both sides (approx. 68cm x 15cm)
 - 2 x Bumper stickers, front and rear (approx. 30cm x 8cm)
 - 2 x Side sill stickers, both sides of the vehicle - two different sponsors (approx. 30cm x 8cm each)
 - On-board camera plate, on the dashboard (approx. 20cm x 15cm)
 - Tyre supplier Logo on each lateral side of the car (provided by the tyre supplier)
- 6.3.4 The Entrant may affix their own advertising on the rest of the racing car area. Maximum Motorsport Ltd, reserves the right to censor any advertising that may be deemed to be unsuitable or inappropriate or in conflict with the Championship sponsors.
- 6.3.5 All drivers participating in TCR UK must apply the following logos required by Maximum Motorsport Ltd to their

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race suits and in accordance to the scheme set out in Appendix 3. 1 x Nomex badge **sewn** onto the driver's race suit -12.5 x 4 cm on of the front upper part of the suit or 1 x logo integrated into the driver's race suit – 12.5 x 4 cm on of the front upper part of the suit. Any other Nomex badges provided by Maximum Motorsport Ltd must be applied to the reserved spaces as shown in Appendix 3 and detailed in the Supplementary Regulations.

- 6.3.6 The Entrant must ensure that each of its drivers wear such overalls accordingly, during the whole TCR UK season calendar events and to ensure such logos are kept in place and remain visible for all promotional activities undertaken by, for or on behalf of TCR UK, the Entrant, or the Entrant's manufacturer/team.
- 6.3.7 The Entrant must assist the TV Production company in the filming and production of the Championship's Events and activities when requested by the TV Production Company and Championship Promoter. Competitor must also ensure that drivers must make themselves available immediately after Qualifying sessions, races and prize giving ceremonies for media interviews.
- 6.3.8 The Entrant must assist the TCR Media department in all activities and promotional campaigns decided and planned on social media such as Facebook, Twitter, Instagram, Youtube, etc. and make sure drivers follow the media department instructions to increase the TCR brand awareness.
- 6.3.9 The Entrant undertakes to display/affix/use at each Event the following items and to store and maintain them between Events, to transport them to and from Events, and take reasonable care at all times during the season.
- the Driver Name signs for display above the Pit Garages, the sign will be provided by the Championship Promoter at the first meeting. This must be displayed above the allocated pit garage door or above the awning if Pit Garages are not allocated, the entrant may be charged by Maximum Motorsport Ltd for damage or loss.
- 6.3.10 Grid boards with car number and driver name will be provided by Maximum Motorsport Ltd. Registered Entrants are required to supply one Grid Person per registered car in appropriate clothing.
- 6.3.11 Drivers must wear the Tyre supplier's hats on the podium.
- 6.3.12 Maximum Motorsport Ltd reserves the right to apply penalties and fines for not respecting the obligations in this Agreement.
- 6.3.13 The Entrant also grants to Maximum Motorsport Ltd.
- 6.3.14 the worldwide (exclusive save as against the Competitor) right to use, represent, reproduce and licence the names, trademarks, images, likenesses, representations and logos of the Competitor, its drivers and crew, and/or its racing cars for the purposes of this Agreement, for the conduct of TCR UK, in the broadcast of TCR UK (in any country or part thereof, in any language, on any media now known or developed in the future, and including the right to sublicense such broadcast) and on TCR advertising, public relations and promotional material (including without limitation websites, internet and/or mobile telephony applications, newsletters, indication boards, backdrops, press releases, and TCR official cars); and the right to use, represent, and reproduce, and license to third parties the use of, the Competitor's IP for the purpose of producing promotional and/or commercial items to exploit the reputation and the name of the "TCR UK Championship " and of all its elements.
- 6.3.15 The Competitor expressly acknowledges and agrees that WSC Ltd shall have the exclusive right to produce & authorise the production of any TCR game (both interactive & non-interactive, electronic/computer & traditional/board games) containing individual elements in whole or in part of "TCR". Any possible development & production of any such electronic game, whether interactive or not, featuring the Competitor's participation in the TCR shall be subject to a separate agreement, to be discussed in good faith between the Parties thereto.

6.4 TERM

- 6.4.1 This Agreement shall be deemed to have commenced on registration date and shall remain in force until 31st

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6.5 IP RIGHTS

- 6.5.1 Each Party declares to be the legal owner of its intellectual property rights ("**Intellectual Property Rights**" or "**IP Rights**") relating to which intellectual property rights are granted to the other Party in accordance with the terms and conditions of the Agreement.
- 6.5.2 Each Party will keep the other Party regularly informed during the Term of any use or reproduction of the other Party's trademarks made in application of the provisions of this Agreement. Any use, representation or reproduction of a Party's IP Rights not envisaged under this Agreement shall be not permitted without the written prior approval of the other Party.

6.6 REPRESENTATIONS AND WARRANTIES

- 6.6.1 Each Party represents and warrants that it has full power and authority to enter into this Agreement and perform its obligations under it, and that by doing so it will not breach any other agreement or obligation; and in exercising its rights and obligations under this Agreement it will comply with and not infringe any applicable legislation, including but not limited to laws and regulations banning bribery, money laundering, staging of events, and/or advertising of particular products (including without limitation tobacco, alcohol and/or gambling) in the United Kingdom, the Competitor's jurisdiction of registration, any other country of the European Union, or any other country where an Event is scheduled to be held, nor will it knowingly or willingly cause the other Party to be in breach of any such legislation.

6.7 MISCELLANEOUS

- 6.7.1 Neither Party may assign this Agreement without the other Party's prior written consent, however Maximum Motorsport Ltd may assign this Agreement to a parent, subsidiary or sister company provided it gives the Entrant written notice of such assignment within 60 days.
- 6.7.2 Each Party undertakes to keep confidential any information relating to this Agreement or which it obtains under or in connection with this Agreement and not to use such information or disclose it to any other person, unless required to do so by law or by any competent regulatory authority or if such information is in the public domain other than through breach of this Clause.
- 6.7.3 Exclusion of Third Party Rights: Notwithstanding any other provision in this Agreement, a person who is not a Party to this Agreement has no right under the Contracts (Right of Third Parties) Act 1999 (the "**Act**") to rely upon or enforce any term of this Agreement. Nothing in this Agreement shall affect any right or remedy of a third party which exists or is available other than as a result of the Act.
- 6.7.4 This Agreement together with the Appendices constitutes the entire agreement between the Parties in relation to its subject matter, and replaces and extinguishes all prior agreements, draft agreements, arrangements, undertakings of any nature made by the Parties, whether oral or written, in relation to such subject matter. Each party warrants to the other that in entering this Agreement it has not relied on any such previous arrangements, understandings, representations, agreements, communication or commitment (whether given directly by a Party or obtained from third parties including without limitation from the public media).
- 6.7.5 No variation of any of the terms or conditions hereof may be made unless such variation is agreed in writing and signed by both of the Parties.
- 6.7.6 Nothing contained in this Agreement shall be construed or deemed to constitute a partnership, joint venture or employment relationship between the parties hereto and save as expressly herein provided no party shall hold itself out as the agent of the other.
- 6.7.7 Each Party is responsible for their own tax, insurance, legal and related affairs in regards to entry into, exercise

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of rights and obligations under, and payments made under, this Agreement.

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| 6.7.8 | If any clause or any part of this Agreement or the application thereof to either party shall for any reason be adjudged by any court or other legal authority of competent jurisdiction to be invalid, such judgment shall not affect the remainder of this Agreement which shall continue in full force and effect. |
| 6.7.9 | In the event of any contradiction or inconsistencies between this document and the Appendices, the provisions hereof shall prevail over those of the Appendices. |
| 6.7.10 | It remains understood that this agreement is an integral part of the TCR Registration Form, without the signature of this agreement the team/entrant/competitor will not be authorised to compete in the TCR UK. |
| 6.7.11 | This Agreement shall be governed by and construed in accordance with English law and the Parties submit to the exclusive jurisdiction of the English courts in London. |

Appendix 3 – 2020 TCR UK Race Suit & Car Layout

6.8

TBA

Additional decals to be provided by the teams:

a) Name of the driver:

Style	Initial of the first name, dot, space, Surname (e.g J.Smith)
Font	Helvetica Cond Bold
Colour	WHITE
Height	8cm (SIDES and REAR SCREEN) – 10cm (FRONT SCREEN)
	To be positioned on each side of the car, rear side window, below the Competition Number and in the centre of the rear window.
Max Length	(sides) = 45cm

b) National Flag:

Size H 8cm x W 12cm
To be positioned on each side of the car, rear side window in front of driver's name.

c) Race Numbers:

See diagram, above.

Front Windscreen – Height - 22cm – Fluorescent Yellow
Rear Window - Height – 12cm - Fluorescent Yellow
Side Window – Height 15cm, Width – 4cm - Fluorescent Yellow