



CLUB ENDURO CHAMPIONSHIP

1: SPORTING REGULATIONS - GENERAL

1.1: TITLE & JURISDICTION:

The **Club Enduro Championship** is organised and administered by the 750 Motor Club Ltd in accordance with the National Competition Regulations (NCR's) of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

1. **MOTORSPORT UK Championship Permit No: CH2026/**
2. **MOTORSPORT UK Championship Grade: C.**
3. **Race Status: Inter-Club.**

1.2: OFFICIALS:

1. **Co-Ordinator:** G.Groombridge, Donington Park, Castle Donington, Derbyshire, DE74 2BN
① 01332 814548; 📧 giles@750mc.co.uk).
2. **Eligibility Scrutineer:** S. Dockray, Deputy: Bob Blackmore
3. **Championship Stewards:**
T. Gregory C. Emmerson I.Sowman T. Stevens

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.

NCR Ch.4 App.1 Art.1.2. The Championship Stewards can only adjudicate upon any disputes irregularities or appeals arising from the published Championship Regulations. They are also empowered to consider any request from the Championship Coordinator to penalise any Competitor for any breach of Championship Regulations and after holding a formal hearing those Stewards may impose a penalty in accordance with NCR Chapter 2 C.2.1.1 subject to the rights of Appeal to the National Court.

1.3: COMPETITOR ELIGIBILITY:

1. Entrants must:
 - (a) be fully paid up members of the 750 Motor Club and
 - (b) be Registered for the Championship and
 - (c) be in possession of a valid MOTORSPORT UK Entrants Licences.
2. Drivers and Entrant/Drivers must:
 - (a) Be current Members of the 750 Motor Club and
 - (b) be Registered for the Championship and
 - (c) be in possession of valid Competition Race Club Licence, as a minimum (National for European Races)
 - (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 (National Competition Rules (NCR) Ch.6 App.3 Art.1 and FIA ISC Article 2.3.7.b applies)
 - (e) 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 in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.
3. All necessary documentation must be presented for checking at all rounds when signing-on.

1.4: REGISTRATION:

1. All teams must register for the Championship by returning the Registration Form with the Registration Fee to the Coordinator prior to the Final Closing date for the first round being entered. A team may be comprised of a minimum of one and a maximum of four drivers. As it is the team that scores points (see 1.6) it is not compulsory to use all of a team's registered drivers at each race. If a number of drivers greater than four is used a fresh registration will be required and points will not be transferred. Flywheel power and vehicle weight **MUST** be declared at the time of registration. "Relay" teams comprising of more than one car will only be permitted as Invitational entries
2. The Registration Fee is ~~£480~~ **£185** per team payable upon registration. For teams wishing to enter a single event a registration fee of **£35** is payable and points will be awarded for this event. If further races are entered the balance of the ~~£480~~ **£185** fee must be paid
3. Registration numbers will be the permanent Competition number for the Championship.

1.5: CHAMPIONSHIP ROUNDS:



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The **Club Enduro Championship** will be contested over the following rounds:

Date	Circuit	Round/s
12 April	Croft (150 mins)	1
31 May	Silverstone GP (120 mins)	1
28 June	Anglesey (120 mins)	1
25 July	Oulton Park (100 mins)	1
31 August	Snetterton 300 (120 mins)	1
18 October	Donington Park (120 mins)	1

1.6: SCORING:

1. Points will be awarded in each class to teams listed in the Final Results as follows:-15; 12; 10; 9; 8; 7; 6; 5; 4; 3. All other finishers-2; all other starters - 1. Fastest lap per class - 1 point subject to a minimum of 2 starters in class. If there are less than 6 starters in any class, points will be 12; 9; 8; 7; 6. If there are less than 4 starters in any class, points will be 9; 8; 7. If there is only one starter in a class, there will be no point awarded for fastest lap. Additionally cars entered based on models that entered production prior to 2010, that are fitted with an H-pattern or production DSG type gearbox will be eligible to score points in the **Clubman Cup** where points will be awarded as follows: 15; 12; 10; 9; 8; 7; 6; 5; 4; 3. All other finishers-2; all other starters - 1. Fastest lap per class - 1 point. **Clubman Cup** points will not count towards the overall championship but will be maintained in a separate table with its own awards (see 1.7)
2. The totals from all qualifying rounds (excluding any races which are abandoned and which are not replaced) less 1 will determine the final championship points positions.
3. Ties shall be resolved using the formula in NCR Ch.4 App.3 Art.4.
4. Where the race distance has been reduced (2.6.) it shall still count as a full points scoring round.

1.7: AWARDS:

1. All awards are to be provided by the Organising Club unless agreed otherwise.
2. Per Round: Trophies to 1st, 2nd and 3rd in each class (subject to a minimum of 5 starters in each group)
3. Championship: Subject to a minimum of 4 race starts, trophies to:-
 - 1st, 2nd and 3rd overall
 - 1st, 2nd and 3rd in each class.
 - 1st, 2nd and 3rd in the Clubman Cup
 - Best prepared car.
4. Presentations: Awards will be presented at the end of each event, and/or at the end of the Championship at the designated presentation ceremony.
5. Entertainment Tax Liability: {deleted}
6. If Provisional Results or Championship Tables are revised after any presentations and these revisions affect the distribution of awards the Teams concerned must return them to the organisers in good condition within 7 days.

2: CHAMPIONSHIP EVENT MEETINGS & RACE PROCEDURES

1. ENTRIES:

1. Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date for entries before each event.
2. Incorrect or incomplete entries (Including Driver to be Nominated Entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Meeting Organiser receives the missing or corrected information or fee.
3. Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Meeting Organisers in writing. NCR Ch.3 App.11 Art.1.1 applies.
4. The Entry Fee for each event shall be specified in the SRs and on the entry form.
5. Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.

2. BRIEFINGS: Organisers will notify Teams of the times and locations for all briefings in the Final Instructions for the meetings. Teams must attend all briefings.

3. QUALIFICATION PRACTICE:

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



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2. Each driver shall complete a minimum of 3 laps in the car to be raced, and in the correct session, in order to qualify NCR Ch.12 App.6 Art.3.1
3. The grid will be determined by the results of practice.

4. RACES: Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race NCR Ch.12 App.6 Art.9 (1.6.4. above applies)

5. STARTS:

1. All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet.
2. The start will be via Rolling start. 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 Lap.
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 pitlane and may start the race after the last car has passed the startline or pitlane exit, whichever is the later to take the start from the grid.
4. Any driver unable to start the Green Flag Lap or start are required to indicate their situation as per NCR Ch.12 App.6 Art.6.11. In addition any driver unable to maintain grid positions on 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.
5. In the event of any starting lights failure the Starter will revert to use of the National Flag.

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

7. PITS, PADDOCK & PITLANE SAFETY:

- 1 Pits & Paddock: Teams must ensure that the MOTORSPORT UK, Circuit Management and Organising Club Safety Regulations are complied with at all times. (NCR Ch.12 App.11)
2. Pitlane: The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take all due care and respect the pit lane speed limits.
3. Refuelling: May only be carried out in accordance with the requirements of NCR Ch.12 App. 11 Art.2, the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.
4. Speed Limit: Pit Lane Speed Limit will be 60 km/h or as notified in the Final Instructions or Bulletin for the Event.

8. RACE FINISHES: After taking the Chequered Flag drivers are required to:

- I. progressively and safely slow down
- II. remain behind any teams ahead of them,
- III. return to the Pit Lane Entrance/Paddock Entrance as instructed,
- IV. comply with any directions given by Marshals or Officials
- V. keep their helmets on and harnesses done up while on the circuit or in the pitlane.

9. RESULTS: All Practice Timesheets, Grids, Race Results are to be deemed Provisional until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures. NCR Ch.3 App.6 Art.1.4.

10. TIMING MODULES: The 750 Motor Club utilises transponder-based timing and teams must have a compatible transponder fitted and working and advise the race organisers of its number prior to the event. Compatible transponders include the TRANX 260 and MyLaps X2 & TR2 models.

11. QUALIFICATION RACES: If any event is oversubscribed the Organising Club may at their discretion run Qualification Races.

12. OPERATION OF SAFETY CAR: The Safety Car will be brought into operation and run in accordance with NCR Ch.12 App.8 Art.2.



13. ONBOARD CAMERAS: All competitors are required to carry an on board, in car camera that records to an SD (or micro-SD) card that must be capable of recording footage that can be played back on a standard laptop. Recordings from the cameras may be used where there is an incident which is subsequently brought before the Clerk of the Course for investigation.

It is the competitor's sole responsibility to ensure safe installation and effective operation of the camera equipment. At all times cameras must be fitted in accordance with Motorsport UK National Competition Rules and be approved by the Chief Scrutineer in accordance with NCR Ch.7 App.9.

Cameras must be mounted in a position such that the steering wheel and track in clear view. The unit must always be switched on and be recording when the car is on track during any official free practice, qualification session and race.

The onus is on the competitor to ensure that the camera unit battery is charged, the camera switched on to record and ensure the SD card has enough capacity to record the above-mentioned sessions. The SD card must ONLY contain the files from the event in question. In the event that no recording is available when requested by the Organisers or Clerk of the Course for judicial purposes then the following penalties will be applied by the Clerk of the Course.

- a. First offence – ~~Championship Reprimand~~ Championship Points Deduction – Equivalent to a 10th place finish.
- b. Second Offence - Championship Points Deduction – Equivalent to a 5th ~~an 8th~~ place finish.
- c. Third Offence - Disqualification.

3: SPECIFIC CHAMPIONSHIP REGULATIONS

1. ENTRIES: May be comprised of either one car or two cars competing in "relay" format, driven by a maximum of 3 drivers.

2. PITSTOPS: Teams must make at least one 3 minute pitstop during a race of 2 Hours or less in duration (see below); for longer races a greater number of pitstops may be required, this will be advised in the SR's, Final Instructions or Official Bulletins for the event. These mandatory pitstops may not be taken in the first 30 minutes of any race or in the final 15 minutes of the scheduled race duration, nor may they be taken under Safety Car Conditions. If a vehicle is already in the pitlane when Safety Car Boards and Flags are deployed, it will be permitted to complete its pitstop but WILL be held at the end of the pitlane until the Safety Car and associated "train" of cars has passed the start/finish line prior to being released back onto the track.

For single car teams all pitstops involving refuelling will require a minimum of 3 minutes stationary.

For relay teams when "swapping" car and driver the incoming car may proceed down the pitlane and re-enter the paddock via a location specified in the Final Instructions. Once the incoming car has passed the team's pit garage the out-going car may be pushed onto the pit apron where it must spend 3 minutes stationary prior to joining the circuit.

The speed limit for the Pits is 60kph or as notified in the Final Instructions for the Event/Meeting.

Contravention of these speed limits will lead to Stop/Go penalties (4.2). Any team re-offending may incur further penalties up to and including disqualification from the event. It is not permitted for a car to reverse in the pit lane under its own power. Should any need arise to reverse then the car must be pushed into position. Reversing a car under its own power is considered dangerous and penalties will reflect that.

Pit signalling on the pit wall is limited to two team personnel for the purpose of signalling and the Team Manager (i.e. 3). The pit wall is the only place where signalling to drivers is permitted.

3. REFUELLING: The maximum amount of fuel which can be stored in the pit garage per competing car is 50 litres and must be stored in AAOil Tuff Jugs or FIA Dry Break Refuelling dump churns, in accordance with NCR Ch.12 App.11 Art.2. No fuel may be stored in the area directly behind the garages or in the pitlane. The Team shall ensure that throughout the filling of the Tuff Jugs / Dump Churns, one person shall stand with a fire extinguisher at the ready. Any personnel filling the Tuff Jugs or on standby with a fire extinguisher must wear a safety



suit in accordance with NCR Ch.9 Art 3-4 and fire resistant balaclava and gloves in accordance with FIA Regulations.

For teams competing in relay format refuelling is not permitted. **For those competing with a single car, all refuelling must be done by means of a Tuff Jug (or similar) equipped with a dry break or an FIA dry break refuelling system, all refuelling equipment must be presented at scrutineering.** No exceptions. All refuelling must be done in accordance with NCR Ch.12 App.11 Art.2.

a) The driver must be out of the car and the engine must be stopped

b) It is recommended that the end of the exhaust is covered whilst the car is refuelled

c) No work may be carried out on the car whilst refuelling is taking place

d) It is recommended that any work is carried out prior to refuelling the car thereby allowing hot areas e.g brakes, to cool before refuelling takes place.

e) The Team shall ensure that throughout refuelling one person shall stand by the car with a fire extinguisher at the ready.

f) Any personnel refuelling the vehicle or on standby with a fire extinguisher during a pitstop must wear a safety suit in accordance with NCR Ch.9 Art 3-4 and fire resistant balaclava and gloves in accordance with FIA Regulations.

g) It is not permitted to use circuit fire extinguishers for refuelling cover purposes. Teams must supply their own extinguishers, which must be a minimum 6kg (dry powder extinguisher) or 6 litre (light water/AFFF fire extinguisher) capacity.

Any additional pitstops involving refuelling will require a minimum of 3 minutes stationary, irrespective of whether or not the mandatory 3-minute stop has already been completed (see 3.2.) Other additional stops i.e. for minor maintenance or changing tyres need not be 3 minutes in duration.

4. RACE FINISH: The chequered flag will be shown to the leading car the first time it crosses the finish line after the elapsed time. Speed must immediately be reduced after receiving the end-of-race signal and all marshals' instructions must be observed. It is prohibited to leave the pit lane to access the circuit once the chequered flag has been shown.

A Team will be classified as a finisher if it has completed at least 50% of the distance covered by the race winning Team. The results will be declared based on the number of laps completed by each classified finisher. Where Teams have completed the same number of laps, their finishing order will be determined by the time taken to complete those laps with the shortest time taking precedence.

5. DATA LOGGERS: The Championship co-ordinator reserves the right to request the fitting of a 750MC owned data logging system to any car prior to competition. Failure to comply will result in disqualification.

6. PROFESSIONAL DRIVERS: The aim of the Club Enduro Championship is to provide amateur drivers a cost-effective environment to enjoy multi-marque endurance racing. For teams utilising a professional driver, a mandatory 30 second "stop and go" penalty will be applied. This can be served at anytime during the race with the exception of the last 15 minutes of a race and must be independent from any other pitstop. For the avoidance of doubt this penalty may not be served under safety car conditions.

A driver may be considered as a professional if they meet any of the following criteria:

A driver under 60 years of age who either:

- a) Has a "Silver", "Gold" or "Platinum" ranking on the FIA Drivers Categorisation List
- b) Has qualified for full BRDC membership or is/ has been a BRDC "Rising Star" or "Superstar."
- c) Has earned money in the past 12 months as a racing driver.
- d) Has raced in the BTCC or as a "Pro" in British GT in the past 5 years.

The Championship Organisers decision on a Driver's "Professional" status is final.

A professional driver may only drive for a maximum of 50% + 3 minutes of the race duration, i.e. in a 2 Hour race, the maximum permitted driving time will be 63 minutes. Failure to comply with this regulation will result in a 2 lap deduction being applied.

7. RADIOS: Cars will be permitted to carry radio transmitters or receivers subject to NCR Ch.12 App.4 Art.4.12

8. SUCCESS PENALTIES:

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Cars finishing in the Top 3 in each class at each event will receive a time penalty for the subsequent race in which they participate that year, these will be served at the time of the first mandatory pitstop:

- 1st place: 30 seconds
- 2nd place: 20 seconds
- 3rd place: 10 seconds

9. RACE WITH RESPECT:

By registering for the Championship all competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code.

Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to Motorsport UK.

It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Coordinator and/or Safeguarding Officer who will also relay the report Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at www.motorsportuk.org/resource-centre by selecting Policies and Guidelines.

4: SPECIFIC CHAMPIONSHIP PENALTIES:

In accordance with the current Motorsport UK National Competition Rules (NCR) Chapter 2 and additionally:

4.1: INFRINGEMENT OF TECHNICAL REGULATIONS:

1. Arising from post practice Scrutineering or Judicial Action: Minimum Penalty: The provisions of NCR Ch.2 App.8.
2. Arising from post-race Scrutineering or Judicial Action: Minimum Penalty: The provisions of NCR Ch.2 App.8.
3. For infringements deemed to be of a more serious nature the Clerk of the Course ~~will~~ may invoke the provisions of NCR Ch.2 App.8 Art.2.

4.2: ADDITIONAL SPECIFIC CHAMPIONSHIP PENALTIES:

Offence	Qualifying	Race
Excess speed in pitlane	Black Flag	Stop & Go, 2 seconds for each kph over the speed limit
Overtaking under a yellow flag	Black Flag	Stop & Go for a minimum of 2 minutes
Overtaking under Safety Car conditions	Black Flag	Stop & Go for a minimum of 1 minute
False start		Stop & Go
Failure to respect starting positions		Stop & Go
Wrong direction in pitlane	Disqualification of Driver	Disqualification of Driver
More than 3 laps under black flag without stopping	Disqualification of Driver, which may attract licence points.	Disqualification of Driver which may attract licence points, 2 lap deduction applied to the team at the end of the race.
Refuelling in a manner incompatible with general safety, i.e. with a driver still in the car		2 lap deduction to be applied to the team at the end of the race.
Making a mandatory (within the time window) pitstop of less than 3 minutes in duration		3 lap deduction to be applied to the team at the end of the race if short by more than 2 minutes, 2 lap deduction if short by 1 to 2 minutes, 1 lap deduction if short by less than 1 minute.
Not making a mandatory pitstop (within the time window)		5 lap deduction applied at the end of the race.
Not stopping in the pits at 45 degrees or not being pushed back when the stop is complete	Black Flag	Stop & Go for 1 minute
Unsafe release from a pitstop	Black Flag	Stop & Go for 1 minute
"Pro Driver" stop & go penalty of 30 seconds not being taken.		2 lap deduction to be applied to the team at the end of the race.
Relay teams having two cars on track at the same time.	Black Flag	For each lap where two cars are circulating the team will be docked 2 laps
Exceeding track limits	Black Flag after third report	Second report: Black & white warning flag Next Report: Five second time penalty Next report: Ten second time penalty Next Report: Drive Through Penalty Next Report: Black Flag (Disqualification of Driver which may attract licence points)

**5: TECHNICAL REGULATIONS****5.1: INTRODUCTION:**

The following Technical Regulations are set out in accordance with the MOTORSPORT UK specified format and it should be clearly understood that if the following texts do not clearly specify that you can do it, you must work on the principle that you cannot. The fact that some modifications are mentioned as prohibited does not imply that others are allowed.

STANDARD: The word 'standard' used within these technical regulations as a description of components is to be interpreted as per 'Standard Part' defined in NCR Ch.1 App.1. Checking will be by comparison to spare parts supplied by the manufacturer's official agent or by any other means necessary to ensure compliance. It applies to the specified component/s from the manufacturer's parts list for the model / engine shown on the entry form or registration form. No modifications permitted beyond the repair or adjustment processes specifically specified by the manufacturers' workshop manual or microfiche.' Checking will be by comparison to spare parts supplied by the manufacturer's official agent or by any other means necessary to ensure compliance.

5.2: GENERAL DESCRIPTION:

The **Club Enduro Championship** is designed to offer teams a great deal of freedom in tuning a production based car for affordable long distance racing whilst at the same time providing a framework that keeps cars competitive and cost effective. **The class structure will be organised on a bhp (at the flywheel) per tonne basis as follows, where the vehicle weight excludes the driver. Engine power at the flywheel (in bhp) must be declared at the time of registration:**

Class	Definition
A	300bhp/tonne
B	240bhp/tonne
C	180bhp/tonne

Petrol and Diesel powered Forced Induction cars will be required to run at 5bhp/ton lower than the class maximum (i.e. 295bhp/tonne for Class A, 235bhp/ton for Class B and 175bhp/ton for Class C.) The engine capacity for petrol powered forced inductions cars is unlimited in Class A, but restricted to a 3000cc maximum in Class B and 1600cc in Class C. There is no capacity limit in any class on naturally aspirated engines.

Drivers must declare their vehicle power at the flywheel and vehicle weight at the time of registration. Drivers may be requested to take their vehicle (at their own expense) to one of the Championship designated rolling roads either prior to participation where the car will be power tested in order to assess whether it is within the correct class limit. **Failure to comply will result in the rejection of entries.** Drivers may also be requested to take their vehicle (at their own expense) to one of the Championship designated rolling roads after competing (including the 750 Motor Club mobile MAHA dyno) where the car will be power tested in order to assess compliance with the relevant class limits. **Failure to comply will result in disqualification.** The designated rolling road centres for the Championship (including the 750 Motor Club mobile MAHA dyno) will all use MAHA LPS 3000 or FPS 2700 equipment.

A list of designated locations can be found in Appendix 1 to these regulations.

The organisers decision on class is final.

5.3: SAFETY REQUIREMENTS:

All entrants, competitors and their vehicles must comply with the relevant articles of NCR Chapters 7 & 9. Roll cages must be as per NCR Ch.7 App.3. Driver and passenger door bars are mandatory for all cars with the exception of the Lotus Elise (all models), Lotus Exige and Vauxhall VX220. Cars competing in European races (where applicable) must comply with FIA Appendix J Safety Regulations.

5.4: GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

All cars must comply with the requirements of the current NCR Ch.7 and NCR Ch.12. All vehicles must be of sound construction and mechanical condition and be well maintained.

5.5: ACCEPTABLE CARS:



Any production car of which at least 50 examples have been produced that has been sold in the UK or Europe (limited editions and non-UK/EU market cars may be accepted at the organiser's discretion). Other closed wheel vehicles such as kit cars may be considered at the organiser's discretion for admittance as an Invitational entry, providing, they have less than 300bhp/ton. Invitational cars will not be eligible for championship points. For the avoidance of doubt the Chevron GR8, ~~Ginetta G50~~, G55, G56 and G56 GTA models cannot be registered for the championship.

The following cars built to TCR regulations are permitted:

Audi RS3 LMS DSG & SEQ (2016 to 2020)

Cupra TCR DSG & SEQ

Honda Civic Type R FK2 TCR

Opel Astra TCR

Peugeot 308 Racing Cup

Volkswagen Golf GTI TCR DSG & SEQ

TCR cars equipped with sequential gearboxes will be required to carry 30kg of additional weight over and above DSG equipped cars. For example a 350hp Cupra TCR DSG will be required to weigh 1187kg, whilst a Cupra TCR Seq with 350hp will be required to weigh 1217kg. TCR cars must retain their homologated silhouette and all aerodynamic components.

For the purpose of calculating minimum weight turbodiesels will have their maximum power figure multiplied by 1.05. Turbodiesel cars are not permitted in Class C.

5.6: BODYWORK:

1. Modifications Permitted:

1. General: All windows (not sunroof) may be replaced with Polycarbonate. The addition of colourless safety film to the glass is permitted.

2. Interior: Driver's seat must be replaced with a competition seat fitted in accordance with NCR Ch.7 App.7 Art.2. ~~K2-2~~ Passenger seat, floor coverings, roof lining, radio/stereo units speakers and associated wiring may be removed. Tools must be removed. Spare wheels must be removed. Additional and/or replacement instruments are permitted; Steering wheel may be changed. Airbags must be removed. Glass sunroofs must be removed or replaced as per NCR Ch.12 App.13 Art.11.8 Electric window winding mechanisms may be removed or replaced by a manual window winding mechanisms, all weather strips/channels must be retained. It is permitted to remove the standard heating, air conditioning and ventilation system. If the standard heating system is removed then a windscreen demisting solution must be installed. An interior rear view mirror must be fitted to the left of the driver (or right if the car is left hand drive). Interior door panels may be removed and replaced with those made from a suitable alternative material, central locking and manual interior door lock switches must be disabled.

3. Exterior: Wing mirrors are free. The standard engine bay cover locking mechanism must be disabled; only bonnet pins may be used to secure the engine bay cover in the closed position. Replacement body panels may be of a different material and thickness. Holes may be made in the front and rear bumpers for cooling purposes. Vents may be fitted in the bonnet for cooling purposes.

4. Silhouette: Aerodynamic devices are permitted but must comply with NCR Ch.7 No aerodynamic device or spoiler may extend wider than the width of the bodywork. For the avoidance of doubt rear view mirrors are not considered part of the bodywork. The mounting apparatus of any such aerodynamic device is deemed to be part of the device in this regard, for example, wing mounting struts which connect the aerofoil to the original bodywork of the car. No aerodynamic device may be higher than a horizontal line drawn from the top of the roof of the car or roll hoop in the case of open top cars as per NCR Ch.7 App.2 Art.6.10-12. The only exceptions are cars entered and presented in conformity with the relevant FIA Homologation for the vehicle type (including all and any FIA permitted Extensions and / or Variations of Homologation.) The onus is on the entrant to ensure the relevant Homologation documents are available. In Class C Rear Wings, Front Splitters and Diffusers are permitted but may not extend beyond either the front and rear axle line. The addition of non-standard flat floors are not permitted in Class C ~~unless standard for the vehicle type being used (e.g Lotus Elise models.)~~

Wheel arch extensions are permitted in Class A & B providing they do not increase the overall width or length of the vehicle by more than 200mm beyond the original factory bodywork for the base model of the vehicle being used. In Class C wheel arch modifications and/or extensions are only permitted if they do not increase the overall width of the



vehicle by more than 50mm.

5. Ground Clearance: It is permitted to alter the ride height. Under no circumstance can any part of the bodywork, or of the suspended part of the car excluding the exhaust system, be below a horizontal plane passing 60mm above the ground, the car being in normal racing trim with the driver aboard. A gauge of 60mm may be used by Scrutineers before or after races or practice to check the ground clearance; the vehicle may be stationary or moving during any testing.

2. Modifications Prohibited:

1. General:

2. Interior:

3. Exterior: Bonnet must remain in the normal position and, when closed, must not have any non-standard gaps at any of their edges. Fitment of tape, sealant or addition of any material of any type to close body gaps (e.g. bonnet to wing) is prohibited.

4. Silhouette: Any in contravention of 5.6.1.4.

5. Ground Clearance: Any in contravention of 5.6.1.5.

5.7: ENGINE:

Any production engine originally fitted or produced by the manufacturer or manufacturing group (i.e VAG – Volkswagen Audi Group or PSA – Peugeot/Citroen) in question may be permitted to be used. Series 1 and Series 2 Lotus Elise models and derivatives such as the Exige are permitted to use a naturally aspirated Honda K-Series engine for use in Class A only. If a non-original engine is fitted to any other type of vehicle the organisers decision on eligibility (see above) will be final. Engine power at the flywheel (in bhp) must be declared at the time of registration. The organisers reserve the right to power test any vehicle on a portable dyno / rolling road under parc fermé conditions after a race or qualifying session. If a car is tested after competition, then the operating area for the power test will be subject to parc ferme conditions, this includes the route from the pit lane or parc ferme to the power testing location and the route back to parc ferme. Alternatively the organisers reserve the right to seal a car and send it to one of the championship designated rolling road centres for testing. If requested the organisers may also either seal or remove a vehicles ECU and reunite it with the vehicle at the designated test centre. Failure to comply will result in disqualification

1. Modifications Permitted: Modifications to head and block are free, but must be based on original standard parts. Crankshaft, connecting rods, pistons, valves, camshafts and manifolds are all free. Cylinder capacity may be increased or decreased by modifying cylinder bore and/or piston stroke.

2. Modifications Prohibited:

3. Location: Engines must retain their original position and orientation within the car.

4. Oil/Water cooling: Water radiators are free in terms of number, location and capacity. Engine and gearbox oil coolers are permitted and are free. Additional ducting is permitted. Sump type and material is free. Oil control systems (such as an accumulator sump) are also permitted.

5. Induction Systems: Induction systems are free. The crankcase breather must recirculate or vent directly to a catch tank complying with NCR Ch.12 App.13 Art.8. Forced Induction is permitted in Classes A and B, forced induction is only permitted in Class C for engines of up to 1600cc in capacity.

6. Exhaust systems: Exhaust systems are free but must comply with MOTORSPORT UK regulations NCR Ch.7 App.8 Art.1

7. Ignition systems: Ignition systems are free. Engine management systems (ECUs) are free. For cars fitted with aftermarket ECU's **only one map** is permitted. If more than one map is present within the ECU the penalty will be exclusion, ECU's must remain "unlocked" to allow compliance checks to be made. For cars utilising OEM ECU's capable of running multiple maps, if more than one map is present the car will be tested on all maps and the highest power output will be used to determine compliance with the regulations. Standalone and "piggy back" ECU's (including JB4 models) with the potential for Bluetooth communication are not permitted. Cockpit adjustable boost controllers of any description (digital or rotary switches for example) are prohibited.

8. Fuel delivery systems: Fuel delivery systems including pumps, injectors, filters and tanks are free subject to meeting MOTORSPORT UK safety requirements.

5.8: SUSPENSION:

Suspension is free however push-rod and pull-rod activated suspensions systems are not permitted. In Classes A & B suspension mounting points may be modified. Dampers and springs are free.

Cars in Class C must retain their standard suspension pick up points. If adjustable dampers are fitted they must be



single or double (2-Way) adjustable (bump and rebound) units. For the avoidance of doubt 3 and 4-Way adjustable dampers are not permitted.

In All Classes; it must not be possible for the driver to make any changes to the suspension settings whilst seated in the cockpit. Electronically adjustable suspension systems are not permitted. The wheelbase and track may be modified however wheels must remain within the bodywork.

5.9: TRANSMISSIONS:

1. Permitted modifications: Gearboxes and Differentials are free. Aftermarket sequential gearboxes are not permitted in Class C, unless fitted to a Ginetta G40, GT5 or derivatives and the X85, X98 & BJA generation Renault Clio Cup Car.

2. Prohibited modifications: The use of any aftermarket electronic traction control device is prohibited. Cars fitted with aftermarket sequential gearboxes are not eligible for Clubman Cup points.

3. Transmissions & Drive ratios: Gearbox and final drive ratios are free.

5.10: ELECTRICS

1. Exterior Lighting: All cars must be fitted with two rear brake lights which must be fully functional at all times. All other exterior lights are optional with the exception of 5.10:2

2. Rear Warning Light: A rear fog light complying with NCR Ch.7 App.5 Art.6 must be fitted and working. TCR cars must run fog lights or a fog light complying with NCR Ch.7 App.5 Art.6.

3. Batteries: There are no restrictions on type or location of batteries, subject to MOTORSPORT UK regulations. A battery and electric starter motor must be fitted and be capable of repetitive starts. No external (slave) batteries may be used

4. Generators: A fully working alternator and pulley must be fitted and electrically connected so that the standard battery charging function is providing a charge to the onboard battery.

5.11: BRAKES

1. Permitted Modifications: Brake callipers, disks and pads are free in Classes A & B. Cars in Class C may only be fitted with brake callipers with a maximum of 6 pistons with a maximum permitted brake disc diameter of 345mm. Deformation or removal of back plates is permitted. Fitting of alternative brake piping/hosing is permitted. Brake bias valves are permitted subject to compliance with Ch.12 Art.13 App.5.4. ABS where fitted as standard may be disabled or removed. Cars may be retrofitted with an ABS system from the same manufacturer group. Aftermarket "Motorsport" ABS systems are not permitted.

2. Prohibited Modifications: Carbon discs are not permitted.

5.12: WHEELS / STEERING

Steering rack is free and may be either powered or manual.

If fitted with a steering lock, this should be rendered inoperative, unless the vehicle is driven to the circuit on the highway.

1. Permitted Options: Wheels may be steel or alloy only.

2. Prohibited Options: Magnesium wheels are not permitted

3. Construction & Materials: As above.

4. Dimensions: Wheel Diameter must be no greater than 18." Wheel width must be no greater than 9" in Class C, 10" in Class B and 11" in Class A. Offset is free.

5.13: TYRES

Any MOTORSPORT UK List 1A, 1B or 1C tyre is permitted. Diameter, width and aspect ratio are free in Classes A & B. Cars in Class C may only be fitted with tyres with a maximum width of 235mm on the rear and 225mm on the front. No alteration to the tyre from the manufacturer's specification is permitted. Re-cutting, re-grooving or in any other way modifying the tread pattern is not permitted. All the manufacturer's data must be clearly visible. Buffing of sidewalls to remove data is prohibited. The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.

5.14: VEHICLE WEIGHT:

Vehicle weight must be declared at the time of registration. There is a minimum permitted vehicle weight of 520kg in all classes.



The minimum vehicle weight for individual cars will be calculated from the declared or tested power of the vehicle. This figure must be displayed as a graphic on the side window of each car. TCR cars equipped with sequential gearboxes must add an additional 40kg (see 5.5)

5.15: FUEL TANK / FUEL

- 1. Types:** Free. A non-return valve must be incorporated in the vent system. The maximum permitted fuel tank capacity is 120 litres.
- 2. Locations:** If present, the standard fuel tank must be in standard position. The location of aftermarket tanks is free subject to meeting MOTORSPORT UK safety criteria.
- 3. Fuel:** Fuel: Only fuel as defined in NCR Ch 8 App. 1 Art 1.7 may be used. Fuel which exceeds the stated RON (max) levels in NCR Ch 8 App. 1 Art 1.7 is prohibited even if it is sold/promoted as being legal for UK Competition and/or obtainable from 'roadside' pumps. The use of additives by teams which boost the octane rating (RON) in any petrol is prohibited. At the end of practice and the race at least 3 litres of petrol from the tank of the competing car must be available to the scrutineers for analysis.

5.16: SILENCING:

All vehicles must comply with the relevant maximum noise limits set out in NCR Ch.7 App.8-

5.17: NUMBERS & CHAMPIONSHIP DECALS

- 1. Positions:** Race numbers must be in accordance with NCR Ch.7 App.10 or NCR Ch.12 App.4 Art.5.7. 750 Motor Club decals must be affixed prominently near all number backgrounds. Cars will also be required to carry Championship sponsor's decals (where applicable) which must be affixed in or near the positions detailed on any diagram supplied with those decals. 750 Motor Club and Championship Sponsor's decals must take preference to any other decals. Failure to comply will render the vehicle and driver ineligible to race.
- 2. Suppliers:** Sponsors and Club decals will be available at the first Championship race in which the vehicle is entered.



CLUB ENDURO CHAMPIONSHIP

Appendix 1. Recommended MAHA Rolling Roads (Check that the operator has a calibration certificate no older than 12 months before booking):

**Marlin Motor Engineers
(Milton Keynes)**

Unit 4-5 Wellington Place
Bletchley
Milton Keynes
Buckinghamshire
MK3 5NA
Tel: 01908 366256

**TI Motorsport
(Stoke)**

TI Motorsport LTD
Tegiwa House
Sutherland Road
ST3 1HZ
Tel: 01782 950315

**Revivals
(Duxford)**

Revivals Garage
Lodge Road
Thriplow, Royston
Herts
SG8 7RN
Tel: 01763 208043

**Alive Tuning
(Louth)**

Unit 1 & 2
Meridien Centre
Belvoir Way
Fairfield Industrial Est.
Louth
Lincolnshire
LN11 0LQ
Tel: 01472 812900

**750 Motor Club (Mobile
Dyno)**

Donington Park
Castle Donington
Derbyshire
DE74 2RP

**Raceworx Performance
Centre (Scotland)**

Unit 2
Block 1 Hunting Park,
Livingston
EH54 5QS
Tel: 07483 161958

**TSR Performance
(Bridgwater)**

1 Stockmoor Park,
Taunton Road,
Bridgwater, Somerset,
TA6 6LD
United Kingdom
Tel: 01278 453036

**Garej Arwyn CYF
(Gwynedd)**

Unit AH, Penygroes,
Caernarfon
Gwynedd
Wales
LL54 6DB
01286 882299



Rolling Road Power Testing Procedure:

1. The car owner/operator will be asked to confirm all coolant, oil and fuel levels are correct and before the car is placed on the Dyno and sign the relevant disclaimer.
2. The car must run with bonnet or engine covers down as per how it would be on track.
3. The car must be tested in the gear that is closest to 1:1 ratio, the Driver/Team will be responsible for the correct gear being notified to the Dyno operator.
4. The power run will be achieved as follows:
 - Car will be driven on to the dyno and secured properly.
 - The car will be taken up to operating temperature, and the tyres will then be set at 30psi.
 - The car will be held at 2000rpm for calibration on the dyno in the correct gear.
 - Power will be tested to the rev limiter, (if no rev limiter fitted this need to be made aware to the dyno operator)
 - The car will be tested twice to provide a heat-soaked conditions to simulate for real world on track measurements.
 - For the purpose of determining eligibility an average of the two runs will be used.
5. An application of a tolerance of 2% to reflect real world conditions in line with the dyno manufacturers recommendations will be applied at the discretion of the Eligibility Scrutineer.
6. The car will be allowed to cool down until owner/operator is satisfied that the engine can be shut off. Once the car has been tested the Competitor will sign "Appendix 1" of the disclaimer document, confirming that they agree the test has been conducted per these regulations, before the car is released from the testing area.
7. Failure to do this may result in further testing of the vehicle, of the vehicle being impounded by the Clerk of the Course or the Eligibility Scrutineer for further interrogation, including but not limited to sealing the vehicle and sending it for testing at an alternative championship / series approved dyno. Where the conclusion of further interrogation/power testing confirms non-compliance, the entrant shall be responsible for all costs and fees arising from the interrogation/power testing procedure