



GT Challenge

2019 Series Regulations

1. SPORTING REGULATIONS – GENERAL

1.1 TITLE AND JURISDICTION

The GT Challenge for slick tyre GT cars is a series of individual races organised to a common set of Sporting and Technical Regulations, with no accumulative winner. It is organised by MSVR which is registered with Motorsport UK in accordance with their General Regulations (incorporating the provisions of the International Sporting Code of the FIA) and these Regulations. It is administered by AMOC Racing Ltd.

Race Status: National B

1.2 OFFICIALS

Co-ordinator: Lindsey Warren
Email: lindsey@amocracing.com

Assistant Co-ordinator: Roger Bennington
Email: rjb@strattonmotorcompany.com

Licensed Eligibility Scrutineer: Stephen Walker, 36 Terence Road, Liverpool, L16 8NW Tel: 07778 179361
Email: stephenwalker123@aol.com

For the purposes of these regulations the term Licensed Eligibility Scrutineer will be deemed to include his nominated representative.

Series Stewards: Michael Cartwright, Jim Keenan, Graham Battersby

1.3 COMPETITOR ELIGIBILITY

1.3.1 Drivers and Entrant Drivers must be registered for the GT Challenge and be in possession of a valid Competition (Racing) licence, minimum National B status (Q9.1.2 applies).

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

1.4 REGISTRATION

1.4.1 All drivers must register as competitors for the series by returning the Registration/Entry Form with the appropriate payment to the Administrator prior to the Final Closing date for each round being entered.

1.4.2 Entry into the GT Challenge will be by invitation of the organisers following full consideration of registration/entry forms being received by post, email or fax.

1.4.3 Registrations will be accepted until the closing date for the final round.

1.4.4 The number 1 is reserved as an option for the winner of the previous season.

1.4.5 The events are designed to incorporate a mandatory pit stop with optional driver change, enabling races to be contested by two drivers in each entry.

1.4.6 The GT Challenge is primarily intended for private teams and non-professional drivers. However professional and semi-professional drivers may be accepted by the organisers.

Teams with professional drivers are subject to a pit stop time penalty. Any professional driver is required to nominate him or herself prior to a race meeting. However, the final decision on nomination and classification of pro drivers is to be made between the Clerk of the Course and Series Co-ordinator on the day. Any pit stop penalty will be between 0 and 60 seconds depending on experience level, age and results. (See 3.9.8). Pit stop handicap times will be issued by bulletin. Should any Entrant wish to dispute a professional driver pit stop penalty then he/she must bring it to the attention of the Series Co-ordinator or Clerk of the Course a maximum of 30 minutes after completion of the qualification session.

1.5 EVENTS

The 2019 GT Challenge consists of five events as follows:

20/04/19	Donington Park	AMOC Racing
08/06/19	Brands Hatch Indy	AMOC Racing
06/07/19	Oulton Park	AMOC Racing
31/08/19	Snetterton 300	AMOC Racing
05/10/19	Silverstone National	AMOC Racing

1.6 SCORING

1.6.1 This event is not a Championship and there will be no scoring.

1.6.2 Classes: The GT Challenge consists of three classes: Class 1 - GT4 Challenge; Class 2 – GT3 Challenge and Class 3 - Open GT

Classes will be further subdivided by capacity, subject to entries received. The organisers reserve the right to combine the races with other grids as required.

1.7 AWARDS

1.7.1 A trophy will be awarded to the entrant who, in the view of the Organisers, has achieved the best combination of performance, condition and spirit throughout the season.

1.7.2 Presentations. Champagne and Trophies are to be provided for presentation at the end of each race or at an end of the meeting presentation ceremony.

1.7.3 Title to all Trophies:

In the event of any provisional results or results being revised after any provisional presentations and such revisions affect the distribution of any awards, the competitors concerned must return such awards to AMOC Racing in good condition within 7 days.

1.8 INVITATION CLASS

1.8.1 The organisers will consider entries for an Invitation Class. Acceptance of such entries is at the absolute discretion of the organisers. Invitation entries will not be eligible for podiums or awards.

2. SPORTING REGULATIONS - JUDICIAL PROCEDURES

2.1 **Events:** In accordance with Section C of the current Motorsport UK Regulations and these sporting regulations.



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3. SPORTING REGULATIONS - RACE MEETINGS & RACE PROCEDURES

3.1 Entries:

3.1.1 Competitors are responsible for submitting correct and complete entries with the correct entry fees prior to the entry closing dates which shall be 14 days before each round. The Organisers reserve the right to accept entries after this time at their discretion. A late entry administration fee may be payable for late entries.

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

3.1.3 Drivers whose entry fee for the event has not been paid in full by the day of the event will not be permitted to sign on or take part until full payment is made.

3.1.4 Any withdrawal of entry or driver/car changes made after acceptance of any entry must be notified to the Secretary of the Meeting in writing. If driver/vehicle changes are made after publication of Entry Lists with Final Instructions the competitor concerned must apply for approval of acceptance by the Stewards of the Meeting BEFORE signing-on.

3.1.5 Withdrawn entries must be notified to the Co-ordinator of the Series. No refunds will be made for withdrawals of entry. Competitors who contract to enter an event are liable for the full payment of the event regardless of the reason for withdrawal.

3.1.6 The entry fee for each round is the amount shown on the entry form.

3.1.7 In the event of any rounds being oversubscribed, the Organising Clubs, in liaison with AMOC Racing may at their discretion run Qualification Races. Qualification Race Procedures, if applicable will be set out in the Final Instructions.

3.1.8 Reserves are to be nominated on the final list of entries published with Final Instructions or Amendment Sheet Bulletins. All reserves will practice and replace withdrawn or retired entries.

Reserve number order to be 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 Areas" 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 startline or pit lane exit, whichever is the later. Such approval to start MUST be obtained from the Clerk of the Course.

3.2 BRIEFINGS

Organisers will notify competitors of the times and locations for all briefings in the Final Instructions for the meetings. Competitors must attend all briefings.

3.3 PRACTICE

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

3.4 QUALIFICATION

Each driver should complete a minimum of 3 laps practice in the car to be raced and in the correct session in order to qualify for selection and order of precedence as set out in the Motorsport UK Regulations

3.4.1 The Clerk of the Course and/or Stewards of the Meeting shall have the right to exclude any driver whose practice times or driving are considered to be unsatisfactory - as per Motorsport UK Regulations

3.4.2 For two-driver entries, the faster driver must start the race, as determined by the qualification times. Where there are extenuating circumstances, for example changing weather conditions, the team must seek approval of the Series Co-Ordinator for driver start order.

3.4.3 Unless otherwise stipulated in the Final Instructions, in the event of double-headed race, there will be one qualifying session setting the grid for both races.

3.5 RACES

3.5.1 The race distance shall be as listed on the official entry form whenever practical but any race distance can be reduced at the discretion of the Clerk of the Course or Stewards of the Meeting.

3.5.2 The cars shall grid up 2 x 2 unless otherwise specified in the final instructions.

3.6 STARTS

3.6.1 All starts will be rolling starts

3.6.2 All race start countdowns are to have a minimum elapsed period of 3 minutes from the time all cars are released to form up on the grid to the start of the green flag lap in the formation as specified on the Track Licence for each circuit.

3.6.3 The minimum countdown procedures/audible warnings sequence shall be:

1 minute to start of green flag/pace lap - Start engines/clear grid

30 Seconds - Visible and audible warning for start of pace lap

3.6.4 The use of tyre heating/heat retention devices, tyre treatments and compounds is not permitted.

3.6.5 Any cars removed from the grid after the 1-minute stage or driven into pits on the pace 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.

3.6.6 Any drivers unable to start the pace lap or start are required to indicate their situation as per Motorsport UK Regulation Q12.13.2 and any drivers 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.

3.6.7 Excessive weaving to warm-up tyres - using more than 50% of the track width - and falling back in order to accelerate and practice starts, is prohibited.

3.6.8 The pace car will pull off at the end of the pace lap. The cars will continue on their own with the pole position leading at a minimum speed of 70kph and a maximum speed of 90kph. A judge of fact may monitor the speed of the car in pole position by radar. Any divergence between the prescribed speed (70/90kph) before the start is given may result in a stop and go penalty. During the formation lap the red light will be on. No car may overtake another one before the starting signal is given. The starting signal will be when the red lights are extinguished. In the event that the starting lights fail the starter will revert to using the National flag.

3.6.9 The organisers reserve the right to employ an alternative starting procedure and competitors will be notified in the driver briefing.

3.6.10 The pit wall and the fast lane of the pit lane must be kept clear for the start of the race.



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3.7 RACE STOPPAGES

3.7.1 Should the need arise to stop any race or practice; RED LIGHTS will be switched on at the startline and RED FLAGS will be displayed at the startline and at all marshals signalling points around the circuit. This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the starting grid area which will automatically become a Parc Ferme area. Cars may not enter the pits unless directed to do so. Work on cars already in the pits must cease when a race is stopped.

3.7.2 Case A - Less than two laps completed by race leader; The race will be null and void. The race will restart from the original grid positions. Competitors unable to take the restart may be replaced by reserves who will start from the back of the grid in reserve order. Gaps on the grid should not be closed up. The length of the restarted race will be determined by the Clerk of the Course.

3.7.3 Case B - More than two laps completed by race leader but less than 75%; The race will restart from a grid set out by the finishing order of part one, (as per Q5.4.2). The result of the race will be the finishing order at the end of part 2. The length of the restarted race will be determined by the Clerk of the Course.

3.7.4 If the leader has completed more than 75% of the race distance or duration it shall not be re-started and the results will be declared in accordance with Motorsport UK Regulation Q5.4.3, unless the Clerk of the Course, in consultation with the Stewards deem it appropriate to restart the race.

3.7.5 All vehicles reported to be involved in contact incidents during races or practice must be re-presented to the Scrutineers before continuing in the races or practice.

3.9 PITS & PIT STOPS

3.9.1 Pits:

Entrants must ensure that the Motorsport UK, circuit management and organising club safety regulations are complied with at all times.

3.9.2 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 drive at minimum speeds in pit lanes.

3.9.3 Speed Limit Pit Lane:

Speed Limit will be 60kph unless otherwise stated; a drive through penalty will be issued for breaking the pit lane speed limit.

3.9.4 The pit window will open 10 minutes after the race start. The pit window will be closed 10 minutes before the race ends.

3.9.5 Cars may pit before the pit open time and after the pit closed time to resolve mechanical issues. Any pit stop outside the pit window will be considered to be over and above any mandatory pit stop for the race and will not be subject to the minimum pit stop time. Failure to make a pit stop during the pit stop window will incur a drive through penalty. Failure to make a mandatory pit stop will result in exclusion.

3.9.6 The minimum pit stop time for all mandatory pit stops is 1 minute unless otherwise stated in the final instructions issued for the event. Teams will be notified of the time to pass between the pit in and pit out timing beams at a speed of 60kph. Any team whose total pit stop time is less than the minimum pit stop time plus the time to drive between the timing beams at 60kph will be subject to a drive through penalty. For the avoidance of doubt, mandatory pit stops will be monitored by the official Timekeepers by means of the pit lane timing loops. The pit stop duration will therefore be the time of 1 minute, plus the time to pass through the pit lane complying with the pit lane speed limit. Any driver handicap time will be added to the mandatory pit stop time. The pit lane transit time will be announced in a Bulletin at each event or confirmed in the pre-race briefing.

3.9.7 There will be no refuelling during pit stops.

3.9.8 Handicap times may be issued to entrants where one or more of the drivers in the car are classified as professional under Cl. 1.4.9.

The handicap time will be added to the minimum pit stop. The handicap must be taken at the mandatory 1-minute stop and the time handicap must be taken before any work begins on the car or the driver exits the car. It is the responsibility of the team manager to ensure that the car remains stationary and the engine is turned off. Once the time handicap has been taken the driver may exit the vehicle and wait inside the team garage for the remainder of the pit stop.

3.9.9 Unless the Final Instructions for an event state otherwise, the maximum number of people working on the car or assisting the driver during the pit stop is four, plus one team manager standing in front of the car. All team personnel must remain in the pit box and must not cross the line into the fast lane.

3.9.10 Only two members of each team may be on the pit wall throughout the race.

3.9.11 Any car re-joining the race after a pit stop must only exit the pit lane when the exit light is green or indicated to do so by the pit lane marshal.

3.9.12 During the mandatory pit stop, a maximum of 2 wheel guns may be used, the driver may remain in the car but the engine must be turned off.

3.10 IN CAR CAMERA

3.10.1 All competitors must use on board cameras. Competitors must fit cameras in a way that complies with GR J5.21. All cameras must be fitted for all sessions and scrutineering.

3.10.2 Cameras should capture an image that provides the 'driver's eye' view that should include the steering wheel, 'dashboard' and a view of the circuit ahead with a field of vision of approximately 100 degrees.

3.10.3 The choice of system is free but playback must be possible at the event by regular means such as a lap top.

3.10.4 In the event that no images are available upon request (other than due to a proven defect with the equipment) sanctions may be applied in accordance with the Motorsport UK Regulation C2.1.1. The burden of proof to establish the cause of such failure shall lie with the competitor.

3.10.5 The Clerk of the Course may also refer the matter of lack of recorded images to the Stewards of the Meeting for further sanctions.

3.10.6 All rights, including copyright in relation to footage captured by on board cameras, no matter that the camera is owned by the competitor or the organiser/promoter will belong to the organiser and/or venue owner/operator and may not be shared or otherwise used for broadcast or commercial purposes or on social networking sites, forums or any other internet media without permission of the organiser and/or venue owner/operator (if applicable).

3.10.7 Where it is necessary for a Clerk of the Course to review footage after an event, that footage will normally be reviewed within a period of 7 days of the event.

3.10.8 Any breach of camera regulations will be subject to the penalties provided for in Motorsport UK Regulation C2.1.1 with an option to report any matters to the Series Stewards.

3.10.9 In the event of judicial action, all relevant on-board footage must be retained until the time period for all judicial matters has elapsed.

3.11 RACE FINISHES

3.11.1 After taking the chequered flag drivers are required to: progressively and safely slow down, remain behind any competitors ahead of them, return to the pit lane entrance/paddock entrance as instructed, comply with any directions given by marshals or officials and to keep their helmets on and harnesses done up while on the circuit or in the pitlane until the car is in Parc Fermé.

3.11.2 To be classified a finisher all competitors must conform to Motorsport UK regulations Q17.3



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3.12 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.

3.13 TIMING MODULES

3.13.1 All competitors are required to supply and fit an electronic self-identification module (transponder) to their car for the purposes of accurate timing. These are available from the timekeepers. It is the responsibility of the competitor to fit these in the car in the position and manner specified. The modules must be in place and functioning correctly for all GT Challenge qualifying practice sessions and races. The setting and servicing of these items must only be carried out by properly authorised Motorsport UK licensed timekeepers.

3.13.2 Any competitor who fails to fit a transponder to their car may not be timed by the official timekeepers for the event, at their discretion. In such a case the competitor may start the race from the back of the grid but may not necessarily feature on the results of the race irrespective of finishing position.

3.13.3 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.

3.14 OPERATION OF SAFETY CAR

The safety car will be brought into operation and run in accordance with Section Q4.9 of the Motorsport UK General Regulations. The safety car may be used in practice, qualifying and the race. The safety car will access the track as directed by the Clerk of the Course and may not pick up the race leader.

4. RACE PENALTIES

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).

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

4.2 Infringements of non-technical Motorsport UK Regulations and the Sporting Regulations issued for the GT Challenge:

4.2.3 The Clerk of the Course may impose a stop & go or drive through penalty for infringements of the regulations in accordance with Motorsport UK Regulation Q 12.6.

4.2.4 The Clerk of the Course may impose such penalties as appropriate according to the powers granted to him in G 5.3

5. WINNING DRIVER HANDICAP

5.1.1 The fastest driver of a winning car will carry a time penalty into his next race. This penalty will be applied by lengthening the pit stop. Duration of the additional time penalty is at the discretion of the organisers.

5.1.2 An equivalent time penalty will also apply to any driver or drivers finishing within 1 second of the winning driver.

5.1.3 In the interests of creating close and competitive racing the organisers may also impose a time and or weight handicap on any car deemed to be much faster than other cars in the same class.

APPENDICES: COMMERCIAL REGULATIONS

The following commercial undertakings are not subject to the judicial procedures of either the Series Stewards and/or Motorsport UK/MSC.

6.1 RACE ORGANISING CLUBS & CONTACTS:

Series Co-ordinator
Lindsey Warren
lindsey@amocracing.com
AMOC Racing

Assistant Co-ordinator
Roger Bennington
rjb@strattonmotorcompany.com

Timing Module Supplier
Timing Services Limited
rita@tsl-timing.com
Tel: 01827 285666

6.2

6.3 INTELLECTUAL AND COMMERCIAL RIGHTS

The intellectual and commercial rights of GT Challenge are the property of AMOC Racing Ltd and may not be assigned to any other party or person without their written consent.

6.4 MERCHANDISING AND SPONSORSHIP RIGHTS

6.5 REFUNDS AND WITHDRAWAL OF ENTRIES

No refunds will be given under any circumstances. Competitors who have contracted to enter an event is liable to pay for the entry in full regardless of the circumstances that prevent him from taking part.

6.6 COMMERCIAL UNDERTAKINGS

6.6.1 Competitors are advised that, unless requested otherwise, their information will be stored in a computer retrieval system and may be used for relevant publicity and administration purposes.

6.6.2 The series title and associated logo styles may only be used with the prior written approval of the commercial rights holder.

6.6.3 Any competitor behaving in a manner, either on or off the track, that has the potential to bring the series into disrepute may be refused entry to further events. The entrant is responsible for the behaviour of each member of the team.



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6.7 PROMOTIONAL ACTIVITIES

6.7.1 Competitors are requested to support the series by attending the end of season awards dinner and any other Series related event offered by the organisers.

6.7.2 The organisers make every effort to create a professional, practical and enjoyable working environment in the paddock. Support from the competitors by adhering to any allocation of space and other instructions is appreciated for the benefit of all the competitors and the sponsors.

6.7.3 The positioning and fitting of any on-board camera equipment must be approved by the eligibility or safety scrutineer prior to going on track.

Appendix 1 – GT4 Challenge

TECHNICAL REGULATIONS:

1. ELIGIBILITY

The GT4 Challenge class is a multi-marque class open to any GT4 car. Cars accepted by the organisers in the Invitation class are not governed by these technical regulations. The organisers reserve the right to refuse an entry where performance is deemed to be inappropriate for the series.

A copy of the car's homologation documents must be available at each race meeting entered.

2. COMPLIANCE WITH THE REGULATIONS

AMOC Racing may amend these regulations at any point during the season and will publish any amendments to these regulations. All such changes will come into effect after their publication.

Any car entered by a competitor must conform strictly to these regulations as well as any additional notification from AMOC Racing. It is the competitor's duty to satisfy the scrutineers and the Stewards of the Meeting that the car complies with these regulations in their entirety at all times during an event. The competitor may be asked to submit the car for any checks or test that AMOC Racing see fit at any point. The checks or tests may be on the spot or may take place at a location of AMOC Racing's choosing.

Seals may be applied to the car at the event, which must still be attached when the testing takes place and must only be removed in the presence of an AMOC Racing representative or with prior permission from AMOC Racing, at which point the seals must be returned to the AMOC Racing. The checks or tests may include, but are not limited to, visual checks and measurements, dynamometer tests (rolling road or engine only), stripping of any component for inspection purposes. The cost of these checks or tests must be covered by the competitor, as are the cost of any removal, dismantling, rebuild and refitting that may be required. If a car is deemed to be dangerous, it may be excluded from an event at any time by the Stewards of the Meeting.

ALL REGULATIONS SHOULD COMPLY WITH THE REGULATIONS FOR THE CAR AS ISSUED BY THE MANUFACTURER IN PERIOD.

3. MEASUREMENTS

All measurements will be taken while the car is stationary on a flat horizontal surface. Before the start of an event the Technical Delegate will stipulate where measurements and weights will be checked. Prior to an event, competitors are free to use the designated flat area and the official scales to check the car's conformity to the regulations.

4. DATA LOGGING

Competitors are free to use any data logging equipment they see fit but must be prepared to disconnect and/or remove the system if requested by AMOC Racing. Competitors may be asked to fit a control logging system at any point, the data from which is the sole property of AMOC Racing and may be used as evidence of non-conformity. The fitting of the logging device will be at the competitor's expense. Any data recorded during a round of the GT Challenge may be requested by AMOC Racing, at which point it must be made available.

5. TELEMETRY

No telemetry is permitted

6. CONTROL UNITS

All cars must use the standard Engine Control Unit and Transmission Control Unit programmed with only recognized calibrations, by the manufacturer. The calibration of the ECU or TCU may be checked at any time.

7. BODYWORK

All exterior panels / surfaces must look original.

8. BONNETS AND TAILGATES

Bonnets and tailgates must have at least two working safety fasteners, both of which must be clearly indicated by arrows in a contrasting colour to the surrounding bodywork. It must be possible to open both without the use of tools

9. WINDSCREENS AND WINDOWS

The windscreen must be made from one piece of laminated glass or polycarbonate. In order to protect the windscreen, the addition of a maximum of four translucent films on its external surface is permitted. The side, door and rear windows are made from polycarbonate. In order to extract air from the cockpit, the rear window may have a maximum of five circular holes with a maximum diameter of 50mm each. Each rear side window may also have a circular hole with a maximum diameter of 50mm. A scoop may be fitted to each door window, provided that it complies with the following points:

It must not exceed the perimeter of the window, must have a maximum height of 150mm and must not protrude more than 50mm from the window's surface. It must be made of translucent plastic or polycarbonate and must be able to be closed by way of a shutter, also made from translucent plastic or polycarbonate. It must not obstruct the driver's rearward view. Air ducts fed by the scoops are authorised inside the cockpit on condition that they reduce neither the visibility nor the safety of the driver.



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10. PROTECTIVE NETS

A protective net is recommended (Motorsport UK Q19.2.5(c) and if used must meet the following specifications:

The net must be made up of woven strips of non-flammable material at least 19mm wide.

The meshes must be a minimum of 25mm x 25mm and a maximum of 60mm x 60mm.

A fine mesh net is permitted, provided that it is manufactured for the sole purpose of use as a window net and is produced by a reputable manufacturer.

The woven strips must be sewn together at each point of crossing.

Viewed from the side it must reach from the centre of the steering wheel to the B-pillar.

The net must be attached to the safety cage and/or to a fixed part of the bodywork by means of a rapid release system that functions even if the car turns over.

It must be possible to detach the net with one hand.

The release mechanism must be marked and coloured so as to make it easily recognisable.

11. DOOR PROTECTION

The driver's door must contain energy absorbing material. Details of the specific material are available from AMOC Racing.

12. AERODYNAMIC DEVICES

Only aerodynamic devices designed and manufactured by the marques manufacturer specifically for GT4 class and are deemed to be legal for the series are allowed. No modification or repositioning is allowed except for adjustment where the component has been designed to be adjusted.

Where an aerodynamics package has been designed and homologated as a kit, it must be used as a kit in its entirety. No part of the kit can be omitted.

13. WEIGHT

The minimum weight of the car must not be less than the homologated weight without driver and fuel. The minimum weight must be respected at all times during an event. The officials reserve the right to impose further equalisation penalties.

14. BALLAST

Any ballast added to complete the minimum weight must satisfy the following criteria:

It must be made from stacking metallic plates and be to the dimensions on diagram 1.

The plates must be attached to the recognised ballast base plate produced by manufacturer for the purpose of attaching success/levelling ballast in FIA events (part number R15/R2/020-A).

The base plate must be attached to the car by four M8 fixings to the original passenger seat mountings, using the original captive nuts. The fixings should include a locking device such as shakeproof/schnorr washers or Loctite.

The stacking ballast plates must be fastened to the base plate using five M12 bolts and nuts with a locking device.

The height of the stacking plates must not exceed 15cm.

The ballast can be made up using a number of base plates stacked together.

15. ADJUSTMENT OF WEIGHT DURING A RACE

Adding ballast or any other solid material to the car during a race is not permitted. The replacement of any part of the car with another which is materially heavier is also not permitted.

16. REMOVAL OF FLUIDS

The weight of the car may be checked at any point during the event with the quantity of fluids remaining in the tanks, etc. After the race the competitor may be asked to empty the car of fuel before weighing.

17. ENGINE

The engine type used must be the naturally aspirated. The position and orientation of the engine must also remain as original.

The engine must remain in homologated specification: no tuning is permitted including upgrades to: Camshaft, bore, stroke, compression ratio and throttle body.

18. INTAKE SYSTEM

The intake system is defined as the assembly from the air filters to the inlet ports of the cylinder heads. The intake system must be sealed to atmosphere except for the air filters and through the cylinder heads themselves. All air feeding the engine must pass through the air filters and no pipe containing air is permitted to enter or exit the intake system except in the case of a vacuum sensor and a brake booster (servo), which must also be sealed to atmosphere.

19. EXHAUST

The exhaust system must be as originally supplied by the manufacturer. Exhaust gas must only exit from the rearmost end of the system. The exhaust system should incorporate two catalytic converters, which should be functioning at all times and through which all exhaust gases must pass. There is an option to run straight through tailpipes instead of silencers, the use of which will depend on the noise limits of each individual circuit. It is strongly recommended that silencers are taken to every event in case the circuit request that they are fitted. All cars will need to comply with the maximum noise limit of 105db.

20. FUEL SYSTEM

The fuel system must be as originally supplied by the manufacturer or if any part has been replaced or upgraded, it must be as supplied by the manufacturer specifically for the GT4. The fuel cell must be as used in period and may have either a single or twin fuel filler. The fuel cell dates of conformity must be visible through window where dates and tank serial number are vulcanised to the cell. Certificates are not deemed proof of life.

22. BATTERY

The battery must be of a gel type and must be situated in the cockpit in such a position as to not obstruct the exit of the driver. The battery and its terminals must be covered by a non-conductive cover. The attachment to the body shell must consist of a metal seat and two metal clamps, fixed to the floor by M10 bolts and nuts at each end. Both clamps must span the battery, holding it securely so it cannot move. Where the bolts pass through the body, there must be a reinforcement



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plate around the hole, which is at least 3mm thick and has a surface area of at least 20cm². The clamps must not be able to contact the terminals of the battery and if necessary, should be covered with a non-conductive material.

23. WINDSCREEN WIPERS

The car must be fitted with the original windscreen wiper system, which must be in working order throughout the event. Only the blades may be replaced.

24. LIGHTING EQUIPMENT

All lighting equipment must be in working order throughout an event and must have the following functions:

Headlights; Direction indicators; Stop lights; Rear sidelights; Rainlight. Headlights must produce a white beam.

Supplementary lighting (spot lamps) is allowed but any mounting system such as a pod or cowl must not create any aerodynamic downforce.

25. RAINLIGHT

All cars must have a red light of at least 21watts, in working order throughout the event. It must be:

A model approved by the FIA (Technical list no. 19) or an original third stoplight; Directed to the rear at 90° to the centre line of the car. Clearly visible from the rear. Mounted not more than 10cm from the car's centre line. At least 35cm above the reference plane. At least 45cm behind the centre line of the rear wheel, measured to the face of the lens and parallel to the reference plane. Able to be switched on by the driver while seated normally in the car. (All measurements are taken to the centre of the lens)

26. TRANSMISSION

The transmission must be the original specification system and casings, as supplied by the manufacturer for the GT4 cars. No changes permitted including differential ramp angles.

27. RIDE HEIGHT

The minimum ride height, measured at the bottom of the anti-roll bar mounting point to the ground, both front and rear is 80mm. This is subject to change in compliance with performance balancing. For checking of ride height, the pressure in the tyres must not be less than 1.5 bar.

Adding pressure prior to scrutineering is not allowed.

The checking points for ride height may not be shortened. If worn they should be rebuilt to the correct height.

28. SUSPENSION TYPE AND MOUNTING

All suspension components must be the same type and design detail as the car was originally supplied by the manufacturer. The position of the suspension and the steering rack mounting points on the chassis must be as original.

Permitted suspension modifications from the original road car specification are as follows:

Modified standard wishbones where the rubber bushes are replaced with spherical bearings. Fabricated rear trackrod. Homologated Koni dampers.

Homologated Bilstein dampers. Modified front uprights to achieve additional front camber.

29. ANTI-ROLL BARS

The car must use anti-roll bars which are standard fitment on road going cars.

30. DAMPER SPRINGS

Damper springs may be used in any combination

31. STEERING

All steering components must be as the car was originally supplied by the manufacturer or if any part has been replaced or upgraded, it must be as supplied by the manufacturer specifically for the type with the exception of the steering wheel, which may be replaced with an alternative for the purpose of driver comfort.

32. BRAKES

All braking components must be as the car was originally supplied by the manufacturer or if any part has been replaced or upgraded, it must be as supplied by the manufacturer as per the original regulations of that particular GT4.

33. BRAKE PADS

Brake pad material is free.

34. COOLING OF BRAKES

The brake cooling system must not protrude beyond the perimeter of the car when viewed from above.

35. WHEELS

The wheels used on the car must be homologated for the type the car used in period.

36. TYRES

The tyres used on the car must be of the following specification:

Slick / Wet Front Dunlop / Dunlop; Rear Dunlop / Dunlop

The designated tyre supplier for the series is HP Tyres. The organisers reserve the right to grant dispensation under special circumstances

38. WHEEL ATTACHMENT

The attachment of the wheels to the bearing hubs must be as the original fitment. Only the wheel nuts may be changed provided their material remains ferrous.

39. TYRE PRESSURE CONTROL VALVES

Pressure control valves on the wheels are forbidden.

40. TYRE PRESSURE/TEMPERATURE SENSORS

Sensors for measuring the pressure and the temperature of the tyres when the car is in motion are allowed.



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41. PNEUMATIC JACKS

Pneumatic jacks are authorised and may be attached to the safety cage and/or the chassis of the car.

Compressed air bottles must not be carried on board. Openings for the jacks must be a minimum size for the rams to pass through. Bodywork may be modified over a maximum area of 100cm² to create a housing for the connector.

42. EQUIPMENT PERMITTED IN THE COCKPIT

The interior of the car must be as the car was originally supplied, except for the following:

A tool kit may be carried as long as it is securely fitted in such a way that it cannot break free in an accident or if the car turns upside down.

The seat may be replaced as long as the substitute seat complies with FIA safety legislation and is in date.

Electronic and electrical equipment such as data loggers and radios may be fitted as long as they do not affect the cars control systems in any way.

Driver cooling and ventilation equipment may be added.

Air jacks and their pipes may be added if not original equipment.

The battery may be replaced as long it and its method of fixing complies with section 22 of this document.

None of the above items may hinder the driver's visibility or cockpit exit.

The above components must be covered where necessary by a rigid protective material to minimise injury and their mountings must be able to withstand 25G deceleration.

43. COCKPIT EXIT TIME

The driver, seated in the normal driving position, must be able to exit the cockpit in 7 seconds through the driver's door and 9 seconds through the passenger's door. For the purpose of these tests, the driver must be wearing all normal driving equipment, the seat belts must be fastened, the steering wheel must be in place in the most inconvenient position and the doors must be closed.

45. FIRE EXTINGUISHERS

The fire extinguisher system must be as the car was originally supplied by the manufacturer or if any part has been replaced comply with Motorsport UK guidelines.

The cylinder of the extinguisher must be in date and the pressure gauge must read in the green area, indicating the pressure inside the cylinder is satisfactory. The fire extinguisher must be armed at all times during an event. It is the competitor's responsibility to ensure the fire extinguisher system battery has sufficient charge.

46. SAFETY BELTS

The wearing of two shoulder straps, one crotch strap, and two lap straps is compulsory. These straps must comply with FIA standard No8853/9 8. It is prohibited for the belts to be anchored to the seats or their supports.

47. REAR VIEW MIRRORS

The car must be fitted with at least two rear view mirrors, one on each side of the car. The mirrors must be as original equipment. The scrutineers must be assured through a practical demonstration that the driver, seated normally, can see the vehicles following him. To this the driver may be asked to identify letters or figures 15cm high and 10cm wide, displayed at random on boards placed behind the car according to the following instructions: Height: Between 40cm and 100cm from the ground. Width: 2m one side or the other from the longitudinal centre line of the car. 10 metres behind the centre line of the rear axle of the car.

48. SEAT AND HEADREST

The driver's seat must be homologated by the FIA and not modified. Energy absorbing and non-flammable material must be situated around the driver's head. If there is a cushion between the occupant and the driver, the maximum thickness of the cushion is 50mm. If the original attachments or supports are changed, they must comply with the provisions of article 253-16. All cars must be equipped with a headrest which cannot deflect more than 50mm when a rearward force of 85daN is applied. The headrest surface must not be less than 400cm² and must be continuous and without protruding parts. It must be positioned so that it is the first point of contact for the driver's helmet in the event of an impact projecting his/her head backwards when seated normally.

49. MASTER SWITCH

The driver, when seated normally with the safety belts fastened and the steering wheel in place, must be able to cut off all of the electrical circuits to stop the engine by means of the internal master switch. The switch and the circuit to and including the master cut-off relay must be as original equipment. The internal master switch must be clearly marked with a symbol showing a red spark in a white edged blue triangle. There must also be an exterior switch, which is capable of being operated at a distance. This switch must be located at the lower part of the left-hand windscreen pillar.

50. TOWING EYES

All cars must be equipped with a front and rear towing device for all events. It must be clearly visible and painted red, yellow or orange. The colour must contrast the surrounding bodywork.

51. PROTECTIVE PADDING

Where the occupant's body can come into contact with the safety cage, flame retardant padding must be provided for protection. Where the occupant's helmet could come into contact with the safety cage, the padding must comply with FIA standard 8857-2001, type A.

52. FUEL

Only super unleaded pump fuel maximum 102 RON is permitted. (As defined by Motorsport UK.)

53. AIR

Only air may be mixed with the fuel as an oxidant.



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Appendix 2 – GT3 Challenge

TECHNICAL REGULATIONS:

1. ELIGIBILITY

The GT3 Challenge class is a multi-marque class open to any GT3 car. A copy of the car's homologation documents must be available at each race meeting entered and the car must run to the original GT3 homologation rules and regulations. The organisers reserve the right to refuse an entry where performance is deemed to be inappropriate for the series.

2. COMPLIANCE WITH THE REGULATIONS

AMOC Racing may amend these regulations at any **point** during the season and will publish any amendments to these regulations. All such changes will come into effect after their publication. Any car entered by a competitor must conform strictly to these regulations as well as any additional notification from AMOC Racing. It is the competitor's duty to satisfy the scrutineers and the Stewards of the Meeting that the car complies with these regulations in their entirety at all times during an event. The competitor may be asked to submit the car for any checks or test that AMOC Racing see fit at any point. The checks or tests may be on the spot or may take place at a location of AMOC Racing's choosing. Seals may be applied to the car at the event, which must still be attached when the testing takes place and must only be removed in the presence of an AMOC Racing representative or with prior permission from AMOC Racing, at which point the seals must be returned to the AMOC Racing. The checks or tests may include, but are not limited to, visual checks and measurements, dynamometer tests (rolling road or engine only), stripping of any component for inspection purposes. The cost of these checks or tests must be covered by the competitor, as are the cost of any removal, dismantling, rebuild and refitting that may be required. If a car is deemed to be dangerous, it may be excluded from an event at any time by the Stewards of the Meeting.

Regulations for the GT3 Challenge are as per **Appendix 1** with the following exceptions:

12. AERODYNAMIC DEVICES

Only aerodynamic devices designed and manufactured by the marque's manufacturer specifically for GT3 class and are deemed to be legal for the series are allowed. No modification or repositioning is allowed except for adjustment where the component has been designed to be adjusted. Where an aerodynamics package has been designed and homologated as a kit, it must be used as a kit in its entirety. No part of the kit can be omitted.

20. FUEL SYSTEM

The fuel system must be as originally supplied by the manufacturer or if any part has been replaced or upgraded, it must be as supplied by the manufacturer specifically for the GT3. The fuel cell must be as used in period and may have either a single or twin fuel filler. The fuel cell dates of conformity must be visible through window where dates and tank serial number are vulcanised to the cell. Certificates are not deemed proof of life.

26. TRANSMISSION

The transmission must be the original specification system and casings, as supplied by the manufacturer for the GT3 cars. No changes permitted including differential ramp angles.

27. RIDE HEIGHT

As detailed in the car's homologation documents. For checking of ride height, the pressure in the tyres must not be less than 1.5 bar. Adding pressure prior to scrutineering is prohibited.

Appendix 3 – Open GT

TECHNICAL REGULATIONS:

1. ELIGIBILITY

The Open GT is a class for any sports/saloon car of a type first built between 1995 and 2007 inclusive. Later cars may be accepted at the organisers' discretion, where performance is deemed to be appropriate. Any car will only be accepted if it is of a type approved by the organisers and retains its original body shape and original engine block. A copy of the car's homologation documents must be available at each race meeting entered. Cars accepted by the organisers in the Invitation class are not governed by these technical regulations.

The organisers reserve the right to refuse an entry where performance is deemed to be inappropriate for the series.

2. COMPLIANCE WITH THE REGULATIONS

AMOC Racing may amend these regulations at any point during the season and will publish any amendments to these regulations. All such changes will come into effect after their publication.

Any car entered by a competitor must conform strictly to these regulations as well as any additional notification from AMOC Racing. It is the competitor's duty to satisfy the scrutineers and the Stewards of the Meeting that the car complies with these regulations in their entirety at all times during an event. The competitor may be asked to submit the car for any checks or test that AMOC Racing see fit at any point. The checks or tests may be on the spot or may take place at a location of AMOC Racing's choosing.

Seals may be applied to the car at the event, which must still be attached when the testing takes place and must only be removed in the presence of an AMOC Racing representative or with prior permission from AMOC Racing, at which point the seals must be returned to the AMOC Racing. The checks or tests may include, but are not limited to, visual checks and measurements, dynamometer tests (rolling road or engine only), stripping of any component for inspection purposes. The cost of these checks or tests must be covered by the competitor, as are the cost of any removal, dismantling, rebuild and refitting that may be required.

If a car is deemed to be dangerous, it may be excluded from an event at any time by the Stewards of the Meeting.

3. MEASUREMENTS

All measurements will be taken while the car is stationary on a flat horizontal surface. Before the start of an event the Technical Delegate will stipulate where measurements and weights will be checked. Prior to an event, competitors are free to use the designated flat area and the official scales to check the car's conformity to the regulations.



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4. DATA LOGGING

Competitors are free to use any data logging equipment they see fit. Competitors may be asked to fit a control logging system at any point, the data from which is the sole property of AMOC Racing and may be used as evidence of non-conformity. The fitting of the logging device will be at the competitor's expense. Any data recorded during a round of the GT Challenge may be requested by AMOC Racing, at which point it must be made available.

5. TELEMETRY

No telemetry is permitted

6. ROLL CAGE

A roll cage must be installed which either meets Motorsport UK requirements or has been certified by Motorsport UK.

7. CONTROL UNITS / ELECTRONICS

Cars must have fitted and function; the standard road car Engine Control Unit, Transmission Control Unit (if sport shift), CEM (body control unit), DIM (Driver Information Module or known as binnacle and must function odometer and tachometer), Brake Control Module, Yaw rate sensor, Steering angle sensor, ABS / wheel speed sensors, Fuel Pump and fuel pump driver module, the airbags must be removed as per Motorsport UK guidelines. The engine ECU calibration may not be modified outside OEM specification.

Cars must have fitted and functioning standard road car Engine Control Unit but the calibration may be modified.

8. BODYWORK

All exterior panels / surfaces must look original.

9. BONNETS AND TAILGATES

Bonnets and tailgates must have at least two working safety fasteners, both of which must be clearly indicated by arrows in a contrasting colour to the surrounding bodywork. It must be possible to open both without the use of tools

10. WINDSCREENS AND WINDOWS

The road car glass must be kept in its entirety, In order to protect the windscreen, the addition of a maximum of four translucent films on its external surface is permitted.

The windscreen must be made from one piece of laminated glass or polycarbonate.

In order to protect the windscreen, the addition of a maximum of four translucent films on its external surface is permitted. The side door and rear windows can be made from polycarbonate. In order to extract air from the cockpit, the rear window may have a maximum of five circular holes with a maximum diameter of 50mm each. Each rear side window may also have a circular hole with a maximum diameter of 50mm. A scoop may be fitted to each door window, provided that it complies with the following points:

It must not exceed the perimeter of the window, must have a maximum height of 150mm and must not

protrude more than 50mm from the window's surface. It must be made of translucent plastic or polycarbonate and must be able to be closed by way of a shutter, also made from translucent plastic or polycarbonate. It must not obstruct the driver's rearward view. Air ducts fed by the scoops are authorised inside the cockpit on condition that they reduce neither the visibility nor the safety of the driver.

11. PROTECTIVE NETS

A protective net is recommended (Motorsport UK Q19.2.5(c) and if used must meet the following specifications:

The net must be made up of woven strips of non-flammable material at least 19mm wide.

The meshes must be a minimum of 25mm x 25mm and a maximum of 60mm x 60mm.

A fine mesh net is permitted, provided that it is manufactured for the sole purpose of use as a window net and is produced by a reputable manufacturer.

The woven strips must be sewn together at each point of crossing.

Viewed from the side it must reach from the centre of the steering wheel to the B-pillar.

The net must be attached to the safety cage and/or to a fixed part of the bodywork by means of a rapid release system that functions even if the car turns over. It must be possible to detach the net with one hand.

The release mechanism must be marked and coloured so as to make it easily recognisable.

12. DOOR PROTECTION

The driver's door must contain the original factory fitted side impact crash bars if fitted.

13. AERODYNAMIC DEVICES

No additional aerodynamic devices may be fitted other than those supplied by the manufacturer for their standard road car range.

It is permissible to fit any of the manufacturers chassis aerodynamic upgrades providing the part of any origin is within the same dimensional window as the manufacturers part.

14. WEIGHT Class

The minimum weight of the car must not be less than the homologated weight without driver and fuel that was stipulated in the original championship or series for that model of car. The organiser's decision in this respect will be final. The minimum weight must be respected at all times during an event. The officials reserve the right to impose further equalisation penalties.

15. BALLAST

Any ballast added to complete the minimum weight must satisfy Motorsport UK GT car requirements.

The ballast plates must be attached to Motorsport UK requirement ballast base plate. The base plate must be attached to the car by four M8 fixings to the original passenger seat mountings, using the original captive nuts. The fixings should include a locking device such as shakeproof/schnorr washers or Loctite.

The stacking ballast plates must be fastened to the base plate using five M12 bolts and nuts with a locking device. The height of the stacking plates must not exceed 15cm. The ballast can be made up using a number of base plates stacked together.



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16. ADJUSTMENT OF WEIGHT DURING A RACE

Adding ballast or any other solid material to the car during a race is not permitted. The replacement of any part of the car with another which is materially heavier is also not permitted.

17. REMOVAL OF FLUIDS

The weight of the car may be checked at any point during the event with the quantity of fluids remaining in the tanks, etc. After the race the competitor may be asked to empty the car of fuel before weighing.

18. ENGINE

The engine type used must be as per the original type as supplied by the manufacturer. The position and orientation of the engine must also remain as original.

19. INTAKE SYSTEM

As per original manufacture

20. EXHAUST

Exhaust systems are free. All cars must comply with the maximum noise limit of 105db.

21. FUEL SYSTEM

As per original manufacture

23. BATTERY

As per original manufacture

24. WINDSCREEN WIPERS

The car must be fitted with a windscreen wiper system.

25. LIGHTING EQUIPMENT

The car must be fitted with the original manufacturers road car lighting equipment which must be in working order throughout an event and must have the following functions: Headlights; Direction indicators; Stop lights; Rear sidelights; Rainlight. Headlights must produce a white beam. Supplementary lighting (spotlamps) is allowed but any mounting system such as a pod or cowl must not create any aerodynamic downforce.

26. RAINLIGHT

All cars must have a red light of at least 21watts, in working order throughout the event. It must be: A model approved by Motorsport UK; Directed to the rear at 90° to the centre line of the car; Clearly visible from the rear. Mounted not more than 10cm from the car's centre line. At least 35cm above the reference plane. At least 45cm behind the centre line of the rear wheel, measured to the face of the lens and parallel to the reference plane. Able to be switched on by the driver while seated normally in the car. (All measurements are taken to the centre of the lens)

27. TRANSMISSION

The transmission must be the original specification as supplied by the manufacturer.

28. RIDE HEIGHT

As detailed in the car's homologation documents.

29. SUSPENSION TYPE AND MOUNTING

All suspension components must be the same type and design detail as the car was originally supplied by the manufacturer. The position of the suspension and the steering rack mounting points on the chassis must be as original.

30. ANTI-ROLL BARS

The car must use anti-roll bars which are standard fitment on road going cars.

31. STEERING

All steering components must be as the car was originally supplied by the manufacturer or if any part has been replaced or upgraded, it must be as supplied by the manufacturer specifically for the type with the exception of the steering wheel, which may be replaced with an alternative for the purpose of driver comfort.

32. BRAKES

All braking components must be as the car was originally supplied by the manufacturer or if any part has been replaced or upgraded, it must be as supplied by the manufacturer as per the original regulations of that particular series or championship.

33. BRAKE PADS

Brake pad material is free.

34. COOLING OF BRAKES

The brake cooling system must not protrude beyond the perimeter of the car when viewed from above.

35. WHEELS

The wheels used on the car must be homologated for the type the car and meet Motorsport UK safety standards.

36. TYRES

The only permitted tyre manufacturer for use in this series is Dunlop. These tyres are supplied by the designated tyre supplier HP Tyres. The organisers reserve the right to grant dispensation under special circumstances

37. WHEEL ATTACHMENT

The attachment of the wheels to the bearing hubs must be as the original fitment



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38. TYRE PRESSURE CONTROL VALVES

Pressure control valves on the wheels are forbidden.

39. TYRE PRESSURE/TEMPERATURE SENSORS

Sensors for measuring the pressure and the temperature of the tyres when the car is in motion are allowed.

40. PNEUMATIC JACKS

Pneumatic jacks are authorised and may be attached to the safety cage and/or the chassis of the car. Compressed air bottles must not be carried on board. Openings for the jacks must be a minimum size for the rams to pass through. Bodywork may be modified over a maximum area of 100cm² to create a housing for the connector.

41. EQUIPMENT PERMITTED IN THE COCKPIT

The seat must be replaced with a substitute seat which complies with Motorsport UK safety legislation and is in date. Electronic and electrical equipment such as data loggers may be fitted as long as they do not affect the cars control systems in any way. Driver cooling and ventilation equipment may be added. Air jacks and their pipes may be added. The battery may be replaced. None of the above items may hinder the driver's visibility or cockpit exit. The above components must be covered where necessary by a rigid protective material to minimise injury and their mountings must be able to withstand 25G deceleration.

42. COCKPIT EXIT TIME

The driver, seated in the normal driving position, must be able to exit the cockpit in 7 seconds through the driver's door and 9 seconds through the passenger's door. For the purpose of these tests, the driver must be wearing all normal driving equipment, the seat belts must be fastened, the steering wheel must be in place in the most inconvenient position and the doors must be closed.

43. FIRE EXTINGUISHERS

The fire extinguisher system must comply with Motorsport UK guidelines. The cylinder of the extinguisher must be in date and the pressure gauge must read in the green area, indicating the pressure inside the cylinder is satisfactory. The fire extinguisher must be armed at all times during an event. It is the competitor's responsibility to ensure the fire extinguisher system battery has sufficient charge.

44. SAFETY BELTS

The wearing of two shoulder straps, one lap strap, and two crotch straps is compulsory. These straps must comply with Motorsport UK requirements. It is prohibited for the belts to be anchored to the seats or their supports.

45. REAR VIEW MIRRORS

The car must be fitted with at least two rear view mirrors, one on each side of the car. The driver may be asked to identify letters or figures 15cm high and 10cm wide, displayed at random on boards placed behind the car according to the following instructions:

Height: Between 40cm and 100cm from the ground.

Width: 2m one side or the other from the longitudinal centre line of the car.

10 metres behind the centre line of the rear axle of the car.

46. SEAT AND HEADREST

The driver's seat must comply with Motorsport UK requirements and not be modified.

Energy absorbing and non-flammable material must be situated around the driver's head.

If there is a cushion between the occupant and the driver, the maximum thickness of the cushion is 50mm. All cars must be equipped with a headrest which cannot deflect more than 50mm when a rearward force of 85daN is applied. The headrest surface must not be less than 400cm² and must be continuous and without protruding parts. It must be positioned so that it is the first point of contact for the driver's helmet in the event of an impact projecting his/her head backwards when seated normally.

47. MASTER SWITCH

The driver, when seated normally with the safety belts fastened and the steering wheel in place, must be able to cut off all of the electrical circuits to stop the engine by means of the internal master switch. The switch and the circuit to and including the master cut-off relay must be meet Motorsport UK requirements. The internal master switch must be clearly marked with a symbol showing a red spark in a white edged blue triangle. There must also be an exterior switch, which is capable of being operated at a distance. This switch must be located at the lower part of the left-hand windscreen pillar.

48. TOWING EYES

All cars must be equipped with a front and rear towing device for all events. It must be clearly visible and painted red, yellow or orange. The colour must contrast the surrounding bodywork.

49. PROTECTIVE PADDING

Where the occupant's body can come into contact with the safety cage, flame retardant padding must be provided for protection. Where the occupant's helmet could come into contact with the safety cage, the padding must comply with Motorsport UK requirements.

50. FUEL

Only super unleaded pump fuel of maximum 102 RON is permitted. (As defined by Motorsport UK.)

51. AIR

Only air may be mixed with the fuel as an oxidant.

END