

# SRCC SPORTS 2000 ENDURANCE CHAMPIONSHIP REGULATIONS


Issued by SRCC: 27 February 2019


Issue: Published Copy

## SRCC SPORTS 2000 ENDURANCE CHAMPIONSHIP SPORTING & TECHNICAL REGULATIONS 2019

### COVER PAGE & DOCUMENT CONTROL

Issue Version:	Published Copy
Linked Draft Version:	1 <sup>st</sup> Draft Copy

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Approval:	SRCC Championship Co-Ordinator	Date:	27/2/2019
Signed:		Name:	H Williams

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# SRCC SPORTS 2000 ENDURANCE CHAMPIONSHIP REGULATIONS

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## 1. SPORTING REGULATIONS - GENERAL.

### 1.1 TITLE & JURISDICTION:

1.1.1 The SRCC Sports 2000 Endurance Championship is organised and administered by the Sports 2000 Racing Car Club (SRCC) in accordance with the General Regulations the Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

1.1.2 The Organisers reserve the right to issue additional statements clarifying items in the rules and regulations, and all such statements will be issued to all registered drivers by posting to the address detailed on the registration form (subject to MSA Regulation [D11.1.3]).

MSA Championship Permit No: CH2019/110

Race Status: National B.

MSA Championship Grade: D

### 1.2 OFFICIALS:

1.2.1 Co-ordinator: Heidi Williams. 10 Reeves Close, Wheatstone, Leicestershire, LE8 6YG

1.2.2 Eligibility Scrutineers: Jonathan Cook Tel: (H) 01386 870081 (W) 01386 870081 e-mail: crook\_jonathan@hotmail.com

1.2.3 Championship Stewards: David Scott, Rick Smith, & Richard Norbury  
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.

1.2.4 Championship Clerk of Course: Bernard Cottrell. BRSCC, Homesdale Business Centre, Platt Industrial Estate, Borough Green, Kent, TN15 8JL.  
Phone No (01732) 780100 email: bernard@brscc.co.uk

### 1.3 COMPETITOR ELIGIBILITY:

1.3.1 Entrants must be in possession of valid MSA Entrants Licences.

1.3.2 Drivers and Entrant Drivers must be in possession of a valid MSA Competition (Racing) National (B) or above licences, or equivalent (MSA Regulation H.26.1.5)

1.3.3 A competitor shall not take time off school to participate in motor sport without the prior written approval of their school. If participation in the Championship requires absence from school, drivers in full time school education are required to have the approval of their head teacher and a letter stating such approval from his/her school in order to fulfil entry requirements for the Championship.

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

1.3.5 Drivers and Entrant Drivers must complete and return the SRCC Driver Classification Form to allow for drivers to be classified according to experience.

### 1.4 REGISTRATION:

1.4.1 All drivers must register for the championship by returning the Registration Form with the Registration Fee to the General Secretary (SRCC) prior to the Final Closing date for the first round being entered.

1.4.2 The Registration Fee is £190 made payable to The SRCC.

1.4.3 Registrations will be accepted from publication of these Regulations until the closing date for the last round of the Championship.

1.4.4 Registration numbers will be the permanent Competition numbers for the Championship.

1.4.5 The SRCC Sports 2000 Endurance Championship is for cars driven by a maximum of 2 drivers and following completion of the Driver Classification Form (see art. 1.3.5) the following shall be applied:

- GRADE
- Has been paid to race in a national or international championship event on behalf of a team or manufacturer
- A
- Has raced competitively in any international standard sports car, touring car or single-seater championship
  - Has been top 5 placed in any national car racing championship (e.g. British F3, French F4, Swedish Touring Cars) or international Kart racing championship
  - A driver whose performances and achievements despite not being covered by one of the definitions above, may be considered grade A by the organisers
- B
- Satisfies grade A but age 50 or over
  - Has driven competitively in a national or international championship event on behalf any team or manufacturer for no payment
  - Has been top 10 placed in any national car racing championship (e.g. British F3, French F4, Swedish Touring Cars)
  - Has been top 5 placed in any national karting championships
  - A driver whose performances and achievements despite not being covered by one of the definitions above, may be considered grade B by the organisers
- C
- Satisfies grade B but age 50 or over
  - Holds a motorsport instructors license or gains any kind of income through motorsport instruction and/or coaching
  - Has won any UK or overseas club level car racing championship within the last 10 seasons
  - A driver whose performances and achievements despite not being covered by one of the definitions above, may be considered grade C by the organisers
- D
- Satisfies grade C but age 50 or over
  - A driver whose performances and achievements despite the definitions above, may be considered grade D by the organisers
  - All other drivers

The following restrictions will be applied in the case of 2 driver per car entries:

- 'A' classified driver: Must be teamed with a 'D' classified driver.
- 'B' classified driver: Must be teamed with a 'D' classified driver.
- 'C' classified driver: Must be teamed with a 'D' classified driver or have a 1 minute handicap applied to the mandatory pitstop.
- 'D' classification driver: None.

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1.5 The Sports 2000 Endurance Championship will be contested over 3 rounds at the following venues:

ROUND	DATE	CIRCUIT	INFORMATION
1	April 26 <sup>th</sup> to 28 <sup>th</sup>	Hockenheim	Triple header of 30 minute races
2	July 21 <sup>st</sup>	Donington Park National	
3	August 31 <sup>st</sup> /September 1 <sup>st</sup>	Silverstone International	

## 1.6 SCORING:

1.6.1 Points will be only be awarded to Championship Registered Competitors listed as classified finishers, in the Final Results as follows: For the Duratec Class (A & B) - 1st-15; 2nd-14; 3rd-13; 4th-12; 5th-11; 6th-10; 7th-9; 8th-8; 9th-7; 10th-6; 11th-5; 12th-4; 13th-3; 14th-2; 15th- all other classified finishers -1 point. For the Pinto Class (A, B & Historic) - 1st-15; 2nd-14; 3rd-13; 4th-12; 5th-11; 6th-10; 7th-9; 8th-8; 9th-7; 10th-6; 11th-5; 12th-4; 13th-3; 14th-2; 15th- all other classified finishers -1 point. Note: Championship Registered Competitors who qualify but are not classified as a finisher in the Final Results will be awarded 1 point (unless the non-classification is due to the imposition of a penalty). Where a double header (two sprint races) make up a Championship round, full points will be awarded as above for each sprint race.

1.6.2 Not Applicable

1.6.3 Ties shall be resolved using the formula in MSA Regulation [W1.3.4] of the current MSA Yearbook

1.6.4 Where a race distance has been reduced (2.6) it shall count as a full points scoring round.

## 1.7 AWARDS:

1.7.1 All awards are to be provided by the Organising Club unless agreed otherwise.

1.7.2 Per Round: Trophies to 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> in each Class.

1.7.3 Championship: Trophies to 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup> and 5<sup>th</sup> in each Class.

1.7.4 Bonuses: Per Round: Not applicable. Championship: Not applicable.

1.7.5 Presentations: Trophies are to be provided for presentation at the end of each race or at an end of the meeting presentation ceremony. Competitors shall be obliged to attend all prize giving ceremonies for which the race meeting and Championship organisers advising notice of the dates, times and venues for the same in their final instructions or bulletins. Non-attendance may result in a forfeit of Awards

1.7.6 Entertainment Tax Liability: Not applicable.

1.7.7 Title to all Trophies: In the event of any Provisional Results being revised after any provisional presentations and such revisions affect the distribution of any awards the Competitors concerned must return such awards to the SRCC in good condition within 7days.

## 2 SPORTING REGULATIONS – JUDICIAL PROCEDURES

2.1 ROUNDS: In accordance with Section [C] in the current MSA Yearbook.

2.2 CHAMPIONSHIP: In accordance with Section [C] of the current MSA Yearbook.

## 3 SPORTING REGULATIONS - CHAMPIONSHIP RACE MEETINGS & RACE PROCEDURES

### 3.1 ENTRIES:

3.1.1 Entries are accepted from eligible driver/entrants and entrants (see art. 1.3) to cover the following combinations:

- 1 (one) car with 1 (one) driver  
and
- 1 (one) car with 2 (two) drivers (see art. 1.4.2)

3.1.2 Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry closing dates as per the entry forms for each round.

3.1.3 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.

3.1.4 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 the 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 The maximum entry fee for each round shall be as per the Supplementary Regulations for each round.

3.1.6 The SRCC General Secretary maintains a selection order list. Entries up to the maximum number permitted to practice will be selected according to the list current on the closing day. The selection for the race will be made from these entries in order of receiving them, with the exception of overseas races, when preference will be given to those competitors regularly racing in other SRCC Championships. Any entries in excess of this will be treated as Reserves in order of their standing on the aforementioned list. If on the closing date, entries accepted in accordance with the above have reached or exceeded the maximum number permitted to practice, any further entries will be held in abeyance.

3.1.7 Reserves are to be nominated on the Final List of Entries published with the Final Instructions or Amendment Sheet Bulletins. All Reserves will practice and replace withdrawn or retired entries in Reserve Number order irrespective of class subject to the provisions of 3.4. 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 the publication of the grid sheet and prior to cars being collected in the official 'Assembly Area' they will be placed at the rear of the grid and be started without any time delay. Otherwise, they will be held in the Pit lane and be released to start the race after the last car to start the GREEN FLAG LAP or last car to take the start has passed the 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 should notify Competitors of the times and locations for all briefings in the Final Instructions for the meetings. Competitors must attend all briefings, which are mandatory.

3.2.1 The Clerk of the Course may impose a fine as detailed in MSA [Appendix 1 13.6] (ii) on any competitor who fails to attend, or who reports late at, a scheduled driver's briefing.

### 3.3 PRACTICE:

3.3.1 The minimum period of practice (timed) to be 20 minutes subject to the provisions of Q4.5. Should any practice session be disrupted, the Clerk of the Course shall not be obliged to resume the session or re-run sessions to achieve the Championship criteria and the decision of the Clerk of the Course shall be final.

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- 3.3.2 Should the need arise to stop any practice, RED LIGHTS will be switched on at the Start Line and RED FLAGS will be displayed at the Start Line and at all other Marshal 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 return to the pit lane unless directed by officials, not to do so.
- 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 MSA regulations [Q4.5]. 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 MSA Regulation [Q4.5.3].
- 3.5 RACES:
- 3.5.1 The standard minimum scheduled race distance shall be 50 minutes, unless otherwise stated in these regulations. Should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the Meeting, it shall still count as a full points-scoring round.
- 3.6 PIT STOPS AND DRIVER CHANGES
- 3.6.1 Pit stops and driver changes will take place in front of each teams allocated pit garage or pit area (the pit box).
- 3.6.2 During the race, a mandatory pit stop must take place, between 20 and 40 minutes of the overall race time, under the responsibility of the team manager. A 'Pit Lane Open' warning sign will be displayed on the start/finish line for the duration of the Pit Lane Open period. The pit stop will be of a controlled minimum duration of 2 minutes. Timing for the pit stop begins when the car triggers the timing loop at the pit lane entry. The stop is considered to be complete when the car triggers the timing loop at the pit lane exit. These points will be indicated by boards in the pit lane indicating the start of the pit lane speed limit and the end of the pit lane speed limit.
- 3.6.3 No work shall be carried out on the car, or driver changes be effected, until the car comes to a complete standstill and the engine is stopped. During driver changes, the outgoing driver must be totally clear of the car and bodywork before the incoming driver enters the car. If the car is a single driver entry, the driver may remain in the car, unless refuelling is taking place. The engine must not be restarted until all work is completed and the driver is seated in the car with all the belts done up correctly. Refuelling will be permitted providing MSA Blue Book regulations (Q) 13.1.1 to 13.1.4 are complied with. The only exception is that closed loop (dry break) refuelling rigs are not permitted. Refuelling must only be carried out at the beginning or end of the pit stop. While refuelling is being carried out, the car must remain on its wheels and no other work carried out on the car.
- 3.6.4 During the pit stop the maximum number of personnel authorised to work on the car is 4, inclusive of driver(s).
- 3.6.5 Only one of the authorised personnel is allowed to assist with the driver change/seat belt securing.
- 3.6.6 If refuelling is to take place, the team must provide a Fire Marshal as per MSA Blue Book regulations (Q) 13.1.2. Additionally, during refuelling, the Fire Marshall is not authorised to touch the car, parts or any equipment, other than the fire extinguisher
- 3.6.7 Tyre changing is only permitted where a puncture occurs or the tyre/tyres are deemed to have a negative impact on safety. In such cases, the tyre or tyres must be immediately submitted to the Championship Scrutineer (or his appointed deputy) for verification of fact. If a tyre is changed without verification of fact being sought and agreed, a time penalty will be added to the cars overall race time (see art. 4 Championship Race Penalties).
- 3.6.7 If a driver does not make their mandatory pit stop, or leaves the pits before the correct minimum duration, the driver will have to perform a stop and go penalty (see art. 4 Championship Race Penalties). If it is impossible for this stop and go to take place during the race, a time penalty will be added to the cars overall race time.
- 3.6.8 The mandatory pit stop requirement shall not apply to double header races of 30 minutes duration each. In such cases 2 driver teams will assign one driver to the full duration of race 1 and the second driver to the full duration of race 2.
- 3.7 STARTS:
- 3.7.1 The race start will be in a two by two formation and a Rolling Start.
- 3.7.2 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(s) in the formation as specified on the Track Licence for each circuit.
- 3.7.3 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 Green Flag/Pace Lap.
- 3.7.4 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.
- 3.7.5 Any cars removed from the grid after the 1 minute stage or driven into the pits on the Green Flag Lap shall be held in the pit lane and may start the race after the last car to take the start from the grid has passed the startline or pit exit lane whichever is the later.
- 3.7.6 Any drivers unable to start the Green Flag/Pace lap or start are required to indicate their situation as per MSA 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.
- 3.7.7 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.
- 3.7.8 Towards the end of the Formation Lap(s), the Lead Car will leave the circuit after extinguishing its roof lights indicating a start is imminent. The grid will continue at a similar speed on the approach to the startline. At the start of the race all cars should keep in formation and must not overtake until they have crossed the startline after the red start light(s) are extinguished. In the event that the starting light(s) fail the Starter will revert to using the National Flag.
- 3.7.9 Aborted Start  
If the start is aborted prior to the Lead Car pulling off, the Lead Car will not extinguish his roof lights and will continue to lead the field around the circuit for an additional formation lap and a new start will be attempted in accordance with the above.  
If the race start is aborted after the Lead Car has left the circuit the signal to start will not be given, and the start lights will remain at red. When this signal is given, all cars should exercise extreme caution and return slowly round the circuit maintaining their original grid positions stopping on the grid. The race start countdown procedure will then be repeated from the one-minute countdown point. At the discretion of the Clerk of the Course, the race distance may be reduced accordingly.
- 3.8 RACE STOPS:
- 3.8.1 Should the need arise to stop any race, 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 a 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.
- 3.8.2 Case A – Less than two laps completed by Race leader.

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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.

3.8.3 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 MSA Regulation [Q5.4.2]). The result of the race will be the finishing order at the end of part two. The length of the restarted race will be determined by the Clerk of the Course.

3.8.4 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 MSA Regulation [Q5.4.3] unless the Clerk of the Course, in consultation with the Stewards deem it appropriate to restart the race.

3.9 RE-SCRUTINY: All vehicles reported as being involved in contact incidents during races or practice must be re-presented to the Scrutineers before continuing in the races or practice.

3.10 PITS AND PITLANE SAFETY:

3.10.1 Pits: Entrants must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.

3.10.2 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 drive at minimum speeds in pit lanes.

3.10.3 Refuelling: May only be carried out in accordance with the MSA [Q13] Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.

3.10.4 There will be a speed limit of 60 kph within the marked pit lane that will be checked by radar. You may be penalised for exceeding that speed.

3.11 **RACE FINISHES:** 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 pit lane. NB. After taking the finish all drivers are to take their cars directly to the Scrutineering Bay. The only exception is when they are directed to the award presentation area, by a race official. These cars will be taken directly to the Scrutineering Bay after the presentations without interference from any person. Competitors who fail to comply will be reported to the Clerk of Course.

3.12 **RESULTS:** All Practice Timesheets, Grid Sheets and 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 purchase and fit an approved Electronic Self Identification Module (transponder) to their cars for the purposes of accurate timing. It is the responsibility of the competitor to fit these to car in the position and manner specified by the supplier/timing Company. The Modules must be in place and functioning correctly for all Championship qualifying practice sessions and races.

3.13.2 Competitors may not place electronic timing equipment within 5 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 **QUALIFICATION RACES:** Not Applicable

3.15 **OPERATION OF SAFETY CAR:**

3.15.1 The Safety Car will be brought into operation and run in accordance with Section Q Appendix 2 of the MSA General Regulations

3.16 **ONBOARD CAMERAS:** It is mandatory for all cars to have an on-board camera fitted and functioning during every session. It is the driver and/or teams' responsibility to supply and fit the camera. It is the driver and/or teams' responsibility to ensure the camera is switched on and recording before every session that the battery has been charged sufficiently to record the entire session and that there is sufficient memory on the card inserted to record the entire session. A clear forward-facing visual is required, the angle and quality of footage may be inspected at any time. Any party/team that fails to comply may incur a penalty in accordance with Judicial Procedures.

All drivers and/or teams must complete and sign the on-board camera form and have the location, installation and fixing approved by the Scrutineers

4. **CHAMPIONSHIP RACE PENALTIES:**

4.1 **INFRINGEMENT OF TECHNICAL REGULATIONS:**

4.1.1 Arising from post-practice Scrutineering or Judicial Action: Minimum Penalty: The provisions of MSA Regulations: [C3.3].

4.1.2 Arising from post-race Scrutineering or Judicial Action: Minimum Penalty: The provisions of MSA Regulations: [C3.5.1 (a) & (b)].

4.1.3 For infringements deemed to be of a more serious nature the Clerk of the Course may invoke the provisions of Regulation C3.5.1 (c)].

4.2 **INFRINGEMENTS OF NON-TECHNICAL MSA REGULATIONS AND THE SPORTING REGULATIONS ISSUED FOR THE CHAMPIONSHIP:**

- 1) As per current MSA Judicial Procedure Regulations.
- 2) In order to maintain standards of conduct, the Championship Coordinator will monitor all Officials/Observers reports of adverse behaviour at race meetings. If any individual is included on such report during one racing season he/she will receive written warning from the Championship Coordinator that his/her driving/behaviour is to be specifically observed at future race meetings. Any adverse reports during this period of observation could result in a Championship Stewards' enquiry, with possible loss of Championship points and refusal of further race entries.
- 3) The Clerk of the Course and/or Stewards of the Meeting may apply other penalties, such as 'Stop and Go or Drive Through' during races as deemed applicable.

The following infringements will incur penalties as described below: (Ref MSA Regulation Q12.6)

- Mandatory pit stop not taken: Penalty - 6 minutes added to overall race time.
- Mandatory pit stop less than the mandatory time: Penalty – Stop and Go equal to the time shortage.
- Mandatory pit stop taken outside of the pit stop window: Penalty – Stop and Go equal to the time the pit stop was taken outside of the window.
- Engine running on jacks: Penalty - 10 seconds Stop and Go
- Too many personnel working on car: Penalty – 10 seconds Stop and Go
- Tyres changed without verification of fact (puncture/safety) being sought or given: Penalty – 6 minutes added to overall race time.

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If it is not possible to take a Stop and Go penalty during the race, because of lapsed time or other operational reasons, a time equal to the penalty plus an additional 30 to 60 seconds will be added to the overall race time of the penalised driver. (MSA Regulation Q12.6)

- 4) The Championship Clerk of the Course and/or Championship Stewards may request in-car camera footage from any competitor reported of adverse driving/behaviour during a Championship race meeting. This footage (where applicable) must be made available by the competitor.
- 5) At the discretion of the Championship Clerk of the Course and/or Championship Stewards a probationary period of 1 to 3 races may be imposed if the driving standards displayed are still deemed to be unsatisfactory. Reports may then be presented to the Championship stewards for review and of appropriate imposing of Championship penalty. During any such probationary period, both Officials/Observers reports and the competitor's in-car camera footage will be used to judge the current driving standards at each meeting of the probation. In the case of the competitor not having an in-car camera system fitted, then to be allowed the probationary period, that competitor must install an approved in-car camera/recorder at the competitors own cost, in time for the next Championship round.

## 5 TECHNICAL REGULATIONS

### 5.1 GENERAL DESCRIPTION

The SRCC Sports 2000 Endurance Championship is open to Sports 2000 Duratec, Pinto and Historic race cars which must comply with the technical regulations section of the current Sports 2000 Championship Regulations.

Therefore:

- Sports 2000 Duratec (Class A & B) cars must comply with art. 5 of the current SRCC Sports 2000 Duratec Championship Regulations.
- Sports 2000 Pinto cars (Class A & B) must comply with art. 5 of the current SRCC Sports 2000 Pinto Championship Regulations.
- Sports 2000 Historic cars must comply with art. 5 of the current SRCC Sports 2000 Historic Championship Regulations

5.1.1 The use and/installation of any device for electronically communication to and/or from the pits is expressly prohibited. Examples include, but not limited to: Pit to car radio and telemetry systems

5.1.2 Scrutineering: The official MSA Eligibility Scrutineer or his appointed deputy will be attending rounds of the Championship and he is available to provide advice as well as ensuring that the regulations are strictly enforced to ensure fair play.

## 6 APPENDICES

6.1 Race Organising Clubs & Contacts:

### **Sports 2000 Racing Car Club**

14 Stratford Road  
Sandy  
Beds  
SG19 2AB  
Tel: 01767689863 (eves)  
Tel: 01707 358666 (days)

### **BRSCC HQ**

Homesdale Business Centre  
Platt Industrial Estate  
Borough Green  
Kent  
TN15 8JL  
Tel: 01732 780100 Fax: 01732 885783

6.2 Commercial Undertakings:

6.2.1 Vehicle Presentation: The presentation of the car is fundamental to the profile of the Championship its sponsors and its audience. Therefore in considering whether to permit any car to race, and any point during the season, the organisers will regard as paramount the presentation of the car. In taking into account its appearance inherent in which is the standard of its presentation (including interior) they may exclude any car, which they consider may prejudice the reputation of the Championship, or is otherwise unacceptable. This will include where the car is presented at a race event bearing accident damage sustained at a previous event and which has not been subject to the completion of an acceptable repair. Note: A Double Header can be regarded as one event for the purpose of this regulation.

6.2.2 All competitors will park in a neat and tidy manner only in the areas allocated to them by the Race Organisers and will keep these areas clean and tidy at all times. Any competitor failing to obey the instructions of the Organisers or an Official of the Meeting in these matters, in regard to their location, amount of space utilised or manner, in which it is utilised, may be reported to the Clerk of Course who may impose any penalty considered appropriate.

6.3 Technical Appendix