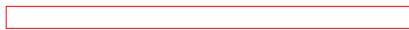


Dunlop Touring Car Trophy
2019 Sporting and Technical Regulations



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1. SPORTING REGULATIONS - GENERAL

1.1 TITLE & JURISDICTION:

The Dunlop Touring Car Trophy Series is organised and administered by British Racing & Sports Car Club (BRSCC) and promoted by Maximum Group in accordance with the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Series Regulations.

Motorsport UK Series Permit No: **RS2019/075**

Race Status: **National A**

Motorsport UK Series Grade: **C**

1.2 OFFICIALS:

1.2.1 Coordinator: Nicki Lines.

1.2.2 Licensed Eligibility Scrutineer: Ian Billett – 07342 286755 email: ibillett@aol.com

1.2.3 Series Stewards:

Trevor Parry, Bill Shewan, Dale Wells, David Walton

Any three of the above may reach a decision

Series Stewards

(G) 2.7 Series Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved Series regulations.

(G)2.7.1 Series Stewards are also empowered to consider any request from the Series co-ordinator to penalise any competitor for an breach of Series regulations after holding a formal hearing to impose a penalty in accordance with C.2.1. (subject to the rights of appeal provided for in Section C).

(W) 2.2.1 The Series Stewards can only adjudicate upon any disputes, irregularities or appeals arising from the approved Series Regulations. They are also empowered to consider any request from the Series Co-ordinator to penalise any Competitor for breach of Series Regulations and, after holding a formal hearing, to impose a penalty in accordance with C.2.1, subject to the rights of appeal to the MSC provided in Section C.

1.2.4 Clerk of the Course: Andy Holley or his appointed Deputy

1.2.5 Media & Marketing: Stu Lane stu@stulane.com 07850 095 958 Office: 01323 808 788

1.3 COMPETITOR ELIGIBILITY:

1.3.1 Entrants must be fully paid up valid membership card holding members of the BRSCC be registered for the Series and hold a valid Motorsport UK Entrants Licence.

1.3.2 Drivers and Entrant/Drivers must
a) be current members of BRSCC
b) be Registered for the Series

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c) must be in possession of a valid National A (or higher grade) Race Licence as a minimum
d) or be a professional driver in possession of the highest grade of National Race Licence or valid FIA International Licence together with their ASN's written consent (Motorsport UK Regulation H 26.2 and FIA ISC Article 2.3.7.b applies).

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

1.4 REGISTRATION:

All drivers must apply for an invitation to the Series by returning the Registration Form to the Coordinator prior to the Final Closing date for the first round being entered. Series invitations will be offered to those drivers who are in the opinion of the organisers are beneficial to the series.

1.4.2 Registration for the Series is £250 plus VAT if paid before the 31/1/19. After this date it increases to £500 plus VAT. One off round Registration fee £150 plus VAT. This includes your Rolling Road Power test at the designated Series Rolling Road, forms available on request.

1.4.3 Registration numbers will be the permanent Competition number for the Series.

1.4.4 Change of Registered Vehicle: Should any driver wish to change his vehicle from the one originally registered for the current season, application must be made to the Series Coordinator (1.2.1) together with a completed Registration Form. A request to change will be considered during an event, 4.1.3 applies.

1.5 SERIES EVENTS:

1.5.1 The Dunlop Touring Car Trophy will be contested over the following events:

Date	Circuit	Org Club	No of Races
11 th May 2019	Oulton Park International	BRSCC	2
22/23 rd June 2019	Donington Park GP	BRSCC	2
6/7 th July 2019	Croft	BRSCC	2
27/28 th July 2019	Brands Hatch Indy	BRSCC	2
19/20 th October 2019	Donington Park National	BRSCC	2

1.6 N/A

1.7 AWARDS:

1.7.1 All awards are to be provided by Maximum Motorsport Ltd unless agreed otherwise.

1.7.2 Per Event: A trophy for 1st, 2nd and 3rd overall in each TCR UK/TCT race. If a TCT driver does not finish in the top three, a trophy will be presented to the highest TCT finisher.

1.7.3 Series: Trophies to:-

1st, 2nd & 3rd

1.7.4 Presentations: Trophies are to be provided for presentation at the end of each race.

1.7.5 Entertainment Tax Liability:

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In accordance with current government legislation, Maximumgroup.net is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women and account to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsmen/women.

That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or Eire. This means that, as the organiser, is required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents.

Under certain circumstances, it may be possible for competitors to enter into an agreement with the Inland Revenue to limit the tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before the payment is due.

For further information contact:- HMRC Personal Tax International, Foreign Entertainers Unit, St John's House, Merton Road, Liverpool L75 1BB. Tel: 0151 472 6488 F 0151 472 6483.

- 1.7.6 Title to all Trophies: In the event of any Provisional Results or Series Tables being revised after any provisional presentations and such revisions affecting the distribution of any awards the Competitors concerned must return such awards to Series Co-ordinator in good condition within 7 days.

2. SERIES EVENT MEETINGS & RACE PROCEDURES

2.1 ENTRIES:

- 2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the close of entry dates as per the entry forms.
- 2.1.2 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.
- 2.1.3 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. Requests for driver/vehicle changes made in accordance with Motorsport UK Regulation D25.1.12 may be accepted.
- 2.1.4 The entry fee for each event shall be £1,495 + VAT.
- 2.1.5 Reserves are to be nominated on the Final List of Entries published with the Final Instructions or Amendment Sheet Bulletins. Reserves will practice and replace non-qualified (including drivers practising out-of-session or qualifying by virtue of having raced at the circuit within the previous 12 months), withdrawn or retired entries in Reserve Number order irrespective of class. If reserves are given Grid Places prior to issue of the first Grid Sheets for any round, the times set in practice shall determine their grid positions. If Reserves are given places after publication of the grid sheet and prior to cars being collected in the Official "Assembly Area" they will be placed at the rear of the grid and be started without any time delay. Otherwise they will be held in the Pit Lane and be released to start the race after the last car to start the Green Flag Lap or last car to take the start has passed the start line or pit lane exit whichever is the later. Such approval to start MUST be obtained from the Clerk of Course.

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

2.2 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. There will be a £250 fine for any driver who fails to attend the mandatory drivers' briefing.

2.3 QUALIFICATION PRACTICE:

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

2.3.2 Each driver shall complete a minimum of 3 laps in the car to be raced, and in the correct session, in order to qualify (Motorsport UK Regulations Q4.5).

2.3.3 The grid for Race 1 will be according to the qualifying times. The grid for Race 2 will be according to the results of Race 1.

2.4 RACES:

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race ((Q)5.4.).

2.5 STARTS:

2.5.1 All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet.

2.5.2 The start will be via Standing start.
In certain circumstances after leaving the assembly area the formation lap may be the Green Flag lap, this will be confirmed at drivers briefing.

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

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

2.5.3 Any car removed from the grid after the 1 minute stage or driven into the pits on the Green Flag lap shall be held in the pitlane and may start the race after the last car has passed the startline or pitlane exit, whichever is the later to take the start from the grid.

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- 2.5.4. Any driver unable to start the Green Flag/Pace lap or start are required to indicate their situation as per Motorsport UK Regulation (Q)12.13.2. In addition any driver unable to maintain grid positions on the Green Flag Lap, to the extent that ALL other cars are ahead of them, may complete the Green Flag lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.
- 2.5.5. In the event of any starting lights failure the Starter will revert to use of the National Flag.

2.6. SESSION RED FLAG:

Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Startline and RED FLAGS will be displayed at the Startline and at all Marshals Signalling Points around the Circuit.

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

Cars may not enter the Pits unless directed to do so. Work on cars already in the Pits must cease when a race is stopped.

2.7. PITS, PADDOCK & PITLANE SAFETY:

- 2.7.1. Pits & Paddock: Competitors must ensure that the Motorsport UK, Circuit Management and Organising Club Safety Regulations are complied with at all times.
- 2.7.2. Pitlane: The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take all due care and respect the pit lane speed limits.
- 2.7.3. Refuelling: May only be carried out in accordance with the Motorsport UK General Regulations, the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.
- 2.7.4. Speed Limit: Pit Lane Speed Limit will be 60 KM/H.

2.8. RACE FINISHES:

After taking the Chequered Flag drivers are required to:

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

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2.9. RESULTS:

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

2.10. TIMING MODULES:

The Dunlop Touring Car Trophy utilises AMB transponder-based timing and competitors must have a compatible transponder fitted and advise the race organisers of its number prior to the event. The transponder is a TRANX 260 Direct Powered and is available from TSL Timing.

2.11. QUALIFICATION RACES:

If on closing date the number of entries received is appreciably more than the maximum number of starters permitted, the race meeting organisers will endeavour if feasible within the timetable, to run practice sessions and races to accommodate all entries, but are not obliged to do so. Procedures will be as published in the Final Instructions for the events concerned.

2.12. OPERATION OF SAFETY CAR:

The Safety Car will be brought into operation and run in accordance with Section Q, Appendix 2 of the Motorsport UK General Regulations. The Clerk of the Course has the option to deploy the Safety Car in practice, qualifying and races.

2.13. ONBOARD CAMERAS:

All cars competing in the Dunlop Touring Car Trophy 2019 must provide and carry an on-board camera at all times during official Qualifying sessions and the Races. The camera must be a standalone Go-Pro unit of the HD type recording to memory card in 1080 lines High Definition format. The camera must be correctly orientated such that when viewed on PC or TV the video is the correct way up (Inverted video is not permitted).

The judicial camera footage must be in the form of video files of minimum duration approx 20 minutes and no larger than 2Gb maximum size whichever occurs sooner. The camera must not be configured to short video segments.

The camera and card must be permanently marked with the car number. The camera must be additional to any onboard integrated datalogging and video system installed. The onus is on the entrant to ensure that their Camera is switched on and recording for all Official Qualifying and Races. This must not be done before five minutes prior to the car leaving the collecting area for Official Qualifying and each Race and must be switched off immediately the car is released from Parc Ferme. Should a car be retired to the Pits or Paddock during Qualifying or Races the Judicial Camera must remain on.

The judicial camera will be located in a suitable position on the ROPS adjacent to and within 600mm of the driver's shoulder. The footage must clearly show a clear and uninterrupted view through the windscreen, the steering wheel, drivers hands and drivers feet.

It is the drivers responsibility to ensure prior to official qualifying all previous camera footage is deleted. All footage from each qualifying session or race must be downloaded from the camera and retained by the driver or team for a minimum of 28 days and be made available to the Series organising team or Clerk of the Course immediately upon request.

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Drivers failing to operate their cameras and provide the required footage in accordance with these regulations will be subject to penalties up to and including disqualification.

Any driver who wishes the Clerk of the Course to review any on track incidents must obtain an Incident Report Form from the Series Co-ordinator, complete and return this form along with their Judicial Camera directly to the Series Co-ordinator.

2.14. CANCELLED/ABANDONED RACES:

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

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

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

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

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

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

C: A race is 'red flagged' before the leader has completed two laps, but there is no time available to implement Motorsport UK Regulation Q 4.4.3.

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

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

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

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3. SPECIFIC SERIES REGULATIONS

4. SPECIFIC SERIES PENALTIES:

In accordance with Section C of the current Motorsport UK Yearbook and these regulations

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).

4.1.3. Additional specific series penalties:

INFRINGEMENT OF NON-TECHNICAL MOTORSPORT UK REGULATIONS and the Sporting Regulations issued for the Series:

4.1.3.1 The Clerk of Course may impose any or all of the penalties set out in Motorsport UK Regulation C3.5.1.

4.1.3.2 In order to maintain standards of conduct, the Series Coordinator will monitor all Officials/Observers reports of adverse behaviour at race meetings. If any individual is included on two such reports during one racing season the Series Organisers will request the Clerk of Course at future race meetings to consider specific observation of that driver's conduct.

4.1.3.3 The Clerk of Course may impose a 'Stop-Go' or 'Drive through' penalty during a race, in accordance with Motorsport UK Regulation Q 12.6.

4.1.3.4 Any Competitor who is penalised under the Series Sporting Regulations at any stage of a Series event and receives an allocation of penalty points on their race licence in accordance with Motorsport UK regulations, will also receive a grid place penalty at the next round in which they compete following the allocation of penalty points, equal to the number of penalty points which were allocated. Double headers will be considered as two separate rounds; however if the decision to allocate penalty points is delayed such that further round/s of the Series have taken place since the offence, the grid slot penalty will be implemented at the next round in which they compete after the allocation of the penalty points.

The penalty will mean that a Competitor will be moved back grid slot places from their grid position (e.g. if a Competitor with a three grid slot penalty had a qualifying time that was good enough for pole position then the Competitor will start fourth on the grid). If for any reason the imposition of this grid penalty is impractical (such as the competitor's qualifying time, starting from the pit lane etc) or the offence occurs at the final meeting of the season, a time penalty of no less than 5 seconds and no more than 10 seconds will be added to the elapsed race time of the competitor.

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5. TECHNICAL REGULATIONS

5.1 INTRODUCTION:

- 5.1.1 These technical regulations published by the Dunlop Touring Car Trophy and in conjunction with the BRSCC are for the Dunlop Touring Car Trophy 2019 and cover all eligible vehicles.
- 5.1.2 In order to equalise performance between models and classes the Dunlop Touring Car Trophy has the right to amend the Technical Regulations at any time during the Series and further to issue additional statements concerning these Technical Regulations from time to time, subject to Motorsport UK approval. All such statements will be issued in a bulletin to the Motorsport UK and all registered competitors by posting to the address detailed on the Series Registration form or by sending to the e-mail address detailed on the Series Registration Form or faxing to the fax number detailed on the Series Registration Form, or delivery to the competitor by hand. All competitors, team members, and persons associated with the above agree to be bound by the Technical Regulations including any amendments, variations or statements relating thereto. Only Technical Bulletins, clarifications or directives issued by the Series Management under the instructions of the Administrative Board will be effective in the Series.
- 5.1.3 It should be clearly understood that if these Technical Regulations do not clearly specify that you can do it, you must work on the assumption that you cannot as per section 5.4.2
- 5.1.4 Technical regulations may be altered immediately on safety grounds.

5.2 GENERAL DESCRIPTION AND REQUIREMENTS

- 5.2.1 The Dunlop Touring Car Trophy 2019 is open to vehicles which comply with these technical regulations and have been issued with a MaximumGroup.net Dunlop Touring Car Trophy Logbook. (see 5.2.6).

The series will be for cars as follows:

NGTC Touring Cars
Super 2000 Touring Cars
International and National series 2 litre Turbocharged Touring Cars.
Seat Leon Eurocup Cars
Seat Super Copa 2
Upgraded series production 2.0 Turbocharged Cars and

Other suitable vehicles and engine capacities at the Series management discretion.

Whenever power figures are referred to in these regulations they will be imperial flywheel horsepower (BHP) using the DIN70020 standard.

Cars must be fitted with the engine type originally fitted to that particular model with the exception of Super 2000 and NGTC Touring Cars which may also be fitted with the complete

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2013 spec Swindon Powertrain Touring Car Engine or Mountune Touring Car Engine power unit and ECU sealed by the manufacturer.

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

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

5.2.3 All vehicles invited to compete in the Maximumgroup.net Dunlop Touring Car Trophy 2019 will be issued with a Maximumgroup.net Dunlop Touring Car Trophy Technical Registration Form which must be completed prior to the vehicle first being power tested. This will be used to compile the Log Book which will be held by the Series Co-ordinator and / or Scrutineer.

5.2.4 Examination of Vehicles

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

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

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

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

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

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

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

The Series reserves the right throughout the season to undertake further detailed analysis of any electronic devices used by competitors and any other related material in order to ensure that these contain no elements capable of use in a manner which may breach any of the Regulations. The competitor will supply on demand all electronic devices, source codes, programmes, machine codes and all or any material and equipment necessary to ensure full and proper checking and analysis to the Series Scrutineer. Such scrutiny may be assisted by a recognised analyst. Failure to permit or facilitate inspection of any electronic devices will render the vehicle ineligible under series regulations and the cancellation of the vehicles

Maximumgroup.net Dunlop Touring Car Trophy Log Book.

5.2.4.8 PERFORMANCE MONITORING DEVICE

It is mandatory that all cars in the 2019 Dunlop Touring Car Trophy are fitted with the approved performance monitoring device so as to monitor Engine and Car Performance.

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

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

5.2.4.8.3 Appropriate Cosworth or AIM Technology Software must be used.

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

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

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

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

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

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

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5.2.5 VEHICLE ELIGIBILITY – TCT TROPHY LOGBOOK

Any car which is entered into any round of the Dunlop Touring Car Trophy 2019 must have been issued with a Dunlop Touring Car Trophy Logbook in order to be eligible to compete.

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

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

- 5.2.5.1 The issuing of a Dunlop Touring Car Trophy Logbook does not constitute any endorsement of the car's legality under these or Motorsport UK regulations. The Dunlop Touring Car Trophy reserves the right to issue Logbooks outside these eligibility guidelines as required.
- 5.2.5.2 The Logbook will record details of the car, scrutineering notes, reference pictures taken by or supplied to by the series scrutineer, and record power test details. All Logbooks will be held by the Dunlop Touring Car Trophy or the Series Scrutineer. The content of each Logbook will remain confidential and only released to the nominated owner of the car or his/her agent. However, the Dunlop Touring Car Trophy will confirm the existence or otherwise of a valid Logbook to any enquiry received.

5.3 SAFETY REQUIREMENTS:

- 5.3.1 All cars must conform to 2019 Motorsport UK Yearbook, K1 Safety criteria, and sections K2.1.2-K2.1.3, K3.1.2.(a), K5 to K10.
- 5.3.2 Throughout the practice, qualifying or race drivers must wear an approved helmet and balaclava, together with approved overalls, gloves, underwear, socks and boots.
- 5.3.3 A Fire Extinguisher in accordance with Q19.14.7/K3.1.2 (a) must be fitted, FIA Homologated plumbed in system only, to a minimum of 4 litres. The extinguisher must be serviced in line with manufacturers recommendations and the FIA requirements. It must carry a validated and current manufacturers service label at all times.
- 5.3.4 Competitors are reminded that the use of Frontal Head Restraint (FHR) devices are mandatory.
- 5.3.5 Fitment of a multipoint welded in cage is mandatory the ROPS must be homologated or have a current Motorsport UK ROPS certificate. Bolt in roll cages are not permitted

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

- 5.3.6 All rollcage tubes situated within a perimeter of 50cm around the driver's head, this measurement being taken with the driver sitting in the driver's seat with his harness fastened, must be equipped with a non-flammable protective sleeve.
- 5.3.7 It is recommended that the driver's window be covered with laminating film or replaced by Perspex or similar to a minimum thickness of 4mm. All side and rear windows can be replaced by Perspex or similar minimum 4mm J5.20.8. The windscreen must be of laminated glass except

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NGTC cars which may use the approved polycarbonate screen which may be heated. Window nets must be used if driver's side window is open during qualification or race.

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

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

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

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

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

The use of carbon fibre or aramid construction is authorised.

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

The original seat mountings may be removed.

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

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

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

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

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

5.4 GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS:

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

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

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

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

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

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

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

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

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

The expression 'standard' is defined in regulation 5.2.4.9.

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

5.4.6 Materials unless expressly authorised by the regulations, the use of titanium, ceramics, magnesium, is prohibited, unless it corresponds exactly to the original material.

The use of fire-resistant composite material, based on fibreglass, is authorised.

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

5.5 CHASSIS

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

Air jacking system may be fitted, with minimum bodywork apertures permitted for air hose connections as 5.6.21.

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

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

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

5.5.5 Top suspension mounts can be strengthened with the addition of steel plates. Position must remain as standard plus or minus 25mm in horizontal and vertical planes.

5.5.6 Only the upper swage (cone-shaped) pressing from the original front and rear top suspension mounting may be removed from the top suspension mounts for the sole purpose of allowing fitment of strengthened top mounting plate (5.5.5) and/or to facilitate adjustment of the suspension strut top. All other removal of material from suspension strut top is prohibited.

5.5.7 All suspension mounts must comply with the relevant specification / Homologation document.

5.6 BODYWORK

5.6.1 Interior

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Interiors must be kept tidy and painted in a single colour.

- 5.6.2 The original dashboard moulding must be retained, although air vents and control panels inset into this moulding may be removed and neatly covered.

The trimmings situated below and behind the dashboard and which are not a part of the visible moulding may be removed. Dashboard material visible from the vehicle cabin may only be removed below the horizontal level at which the steering column protrudes from the dashboard.

The only exception to this is to accommodate the fitment around the A-pillars of the rollcage, for which purpose minimum removal of dashboard moulding is permitted.

The instruments are free. However, their installation should not present any risk.

Standard switches may be replaced by switches of different design and may be fitted at different locations on the dashboard or on the centre console. Any openings that result from their removal must be covered.

- 5.6.3 Removal of additional accessories which have no effect on the car's behaviour, such as those which render the interior of the car more aesthetic or comfortable (lighting, heating, radio, etc.), are authorised provided that they do not influence, even in a secondary manner, the performance of the engine, steering, transmission, brakes or road-holding.

- 5.6.4 With the exception of the inner door trim panels all internal coverings and trims, including the headlining, sound deadening material, the standard seat belts, rear parcel shelf trim and carpets, must be removed from the cockpit, engine compartment, and luggage compartment. It is permitted to remove the weather strips from around the door and boot/tailgate openings.

The door inner trim panels must be either retained, or replaced by fire resistant panels which completely cover the window winder and door catch mechanisms. These panels must be neat and cover the entire door opening.

- 5.6.5 Manual window winders may replace electrical system if fitted. Driver's window must either remain fully functional or be fitted with an aperture for signalling purposes. The total mechanism may be removed from the front passenger and rear doors with the windows sealed shut. Cooling ducts for interior cooling may be added to rear side windows.

- 5.6.6 The interior de-misting unit may be replaced with a non-standard unit, but the car must retain an effective operating de-misting system. Motorsport UK regulations require adequate means of de-misting in closed cars for which purpose a single external air vent may also be fitted on each side of the vehicle.

- 5.6.7 The steering wheel is free, but it must be closed. A removable steering wheel is permitted.

- 5.6.8 The gear change lever and linkage may be altered or replaced to improve the ease of use together with the pedals, which may be strengthened or replaced with stronger units.

Modifications to the bodywork for the mounting and passage of the new gearshift control are authorised only if they are not at variance with other points of these regulations.

- 5.6.9 **Exterior**

Presentation;

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The presentation of the car is fundamental to the profile of the series, its sponsors and its audience. Therefore in considering whether to permit any car to race, at any point during the season, the Organisers will regard as paramount the presentation of the car. In taking into account its appearance inherent in which is the standard of its presentation (including interior) they may exclude any car which they consider may prejudice the reputation of the series or is otherwise unacceptable.

This includes vehicles presented at a race event bearing accident damage sustained at a previous event and which has not been subject to the completion of a full and proper repair (e.g. "tank-tape" repairs). Note: A double header can be regarded as one event for the purposes of this regulation.

Exterior must display all Series sponsors decals correctly as defined by the Dunlop Touring Car Trophy for the 2019 Series. Windscreen strip must remain in the colour supplied by the Dunlop Touring Car-Trophy for 2019.

5.6.10 The bumper mountings are free as long as the bodywork and the shape and position of the bumpers remain unchanged.

5.6.11 Only the original apertures in the bodywork may be used for the passage of cooling air.

Original apertures are defined as existing apertures in the bodywork which are open or partially or completely covered by removable parts (e.g. fog lamps, blanking panels, louvres, grills, etc.).

To allow the passage of cooling air, the removable parts may be removed or opened.

The connection of the air ducts to the original apertures in the bodywork is free as long as these apertures remain unchanged.

5.6.12 The standard bonnet and boot/tailgate catches must be removed and replaced with ferrous metal safety units which can be opened from outside the vehicle aluminium alloy pins are prohibited. It must be possible to open all the doors from the outside, although controls for opening the rear doors from the inside may be removed.

5.6.13 External fire extinguisher and electrical cut out switches are mandatory, and marked as per Motorsport UK regulations. Minimum bodywork apertures are permitted for this purpose.

5.6.14 The front grille must be as original and must be fitted with an original unmodified manufacturer badge fitted in its original location and retain the original finish. The grille assembly may be modified to increase airflow to the engine compartment but must retain the original appearance.

5.6.15 It is permitted to bend inwards (but not outwards) the metal edges of the wheel arches. It is also permitted to roll or remove the inner return of each wheel-arch. However this must not change the profile of the wheel-arch when viewed from the side.

5.6.16 It is not permitted to fit any under-body/under-engine protection other than fuel tank skid plate and a drive-belt guard no larger than that fitted as original.

5.6.17 The windscreen wiper system is free in location and method of operation, providing that it is fully operational at all times and capable of satisfactorily clearing the area of the screen ahead of the driver. Any rear screen wiper and mechanism may be removed.

5.6.18 Ground clearance: The minimum ground clearance at all times during the race meeting must not be less than 80mm for any part of the vehicle with the vehicle in race trim minus the driver. If the

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underside of the vehicle is swept with a 80mm block it must be able to pass under all parts of the vehicle without touching.

- 5.6.19 It is important to the presentation of the Series that all cars must use the full bodykit as specified or homologated for that model and derivative. For the purposes of these regulations, a bodykit is defined as being the front and rear bumpers, rear spoiler, side skirts, bonnet and grille components. All elements of the bodykit must be fitted. Bodykit elements that are not genuine parts may be substituted provided they are identical in external appearance to the original part.
- 5.6.20 It is permitted to update a vehicle to its later facelifted variant.
- 5.6.21 All elements of the bodyshell's unibody construction and all body panels attached to it must be of ferrous material, or original manufacturer's material for that component. For bolt-on panels to the bodyshell, mounting method is free provided they are fully secure.
- 5.6.22 It is not permitted to have any aerodynamic device that is capable of movement in any plane, by hydraulic, mechanical or electrical means, before, during, or after qualifying, or race.
- 5.6.23 Minimum openings in the bodywork to house any air jack hose connections and external fuel fillers as defined in regulation 5.15 are authorised.
- 5.6.24 All cars must have two external rear-view mirrors, one on the left hand side and one on the right hand side.

Their external shape and location must be that of an original part as fitted on that model, but the internal components may be modified provided that the field of vision is unrestricted

5.7 ENGINE:

- 5.7.1 All competitors entered in the Dunlop Touring Car Trophy 2019 must have their engines power tested prior to the first race of the season at the designated rolling road. Dates for these mandatory pre-season power tests, and official power tests throughout the season will be issued in a bulletin.

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

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

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

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

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

Maximum Engine power output measured at flywheel.

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

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For 2019 the nominated and designated rolling road will be the following:

Speed Ministry Ltd
Unit 1-5, Mallory Park Circuit,
Kirkby Mallory,
Leicester LE9 7QE

TEL: 0116 216 5112

- 5.7.1.2 Rolling Road cooling fans for all vehicles will be positioned at a maximum distance of 1 meter from the most forward part of the vehicle bodywork.
- 5.7.1.3 Engine and ancillaries as required may be sealed by an Motorsport UK Scrutineer or dyno operator on all cars following Rolling Road testing.
- 5.7.1.4 ECU data may be checked and recorded. A copy of this may be kept by the series eligibility scrutineer. The ECU will then be sealed. Bolts on the engine and timing cover may be drilled to facilitate sealing.
- 5.7.1.5 It is the competitor's sole responsibility to ensure that all metal seals, ECU seal and any additional paint seals, are kept in a clean and unbroken condition. (see Motorsport UK Regulation J3.1.6)
- 5.7.1.6 Where mechanical changes that require series seals to be broken the seals may only be broken with the authorisation series eligibility scrutineer and will be resealed prior to the next round.
- 5.7.1.8 Engine location

The engine must be located in the standard or homologated position plus or minus 50mm but mountings may be changed or replaced for solid or uprated units. The engine may be mounted directly to the chassis.

- 5.7.1.9 Permitted Modifications - All engine types

The drive pulleys on the crankshaft, the vibration damper, all the pulleys of the auxiliary devices (alternator, water pump, etc.), the transmission belts and the belt tensioner are free. A belt-protector of a size no larger than that fitted as standard may be fitted for the sole purpose of preventing the ingress of debris onto the belts and pulleys.

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

On forced induction engines all pipework from turbo to intercooler and intercooler to inlet manifold is free.

The liquid cooling lines external to the engine block and their accessories are free. Lines of a different material and/or diameter may be used.

The exhaust system is free downstream of the cylinder head for naturally aspirated engines, and free downstream of the turbocharger exhaust exit flange for turbo engines provided that Motorsport UK noise levels measured in conformity with Motorsport UK noise-measuring methods, are not exceeded.

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5.7.2.1 Naturally aspirated Engines

- A Camshafts are free but location and drive train must remain standard.
- B Flywheel is free but must be made from Ferrous metal.
- C Sumps may be freely baffled. No dry sump systems are allowed unless forming part of the original vehicle specification.
- D Cylinder heads may be gas-flowed.
- E Valve springs are free.
- F Pistons are free. It is permitted to have a maximum over bore of 0.0060 (sixty thousandth of an inch). This permitted overbore can apply over and above the maximum stated capacity.
- G Induction is free.
- H Design and construction of the air box and air filter is free.
- I Conrods are free.
- J Compression ratio is free.

5.7.2.2 Forced Induction Engines

- A Camshafts and drive train must be a standard or homologated variant. The only permitted modification is the fitment of vernier adjustable cam pulleys.
- B Flywheels may be lightened, minimum weight 5 Kgs.
- C Sumps may be freely baffled. No dry sump systems.
- D Cylinder heads may be gas flowed. Inlet and exhaust valves as homologated or standard size.
- E Bore and Stroke must remain standard. Maximum 2000cc. Pistons are free. It is permitted to have a maximum over bore of 0.0060 (sixty thousandth of an inch). This permitted overbore can apply over and above the maximum stated capacity.
- F Induction system must use a complete unmodified inlet manifold only. The only permitted modification is to drill and tap to allow the fitment of a pressure or temperature sensor into the inlet manifold. Throttle body may be modified by the addition and removal of material but must be a standard or homologated item only.
- G All air must pass through a single air filter and air box. Design and construction of the air box and air filter is free.
- H An air to air or air to water intercooler may be fitted. The end caps are free. Dry ice introduced to air inlet is prohibited.
- I Conrods must remain standard or homologated items and can be balanced.

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- J Compression ratio is free.
- K Make and type of spark plug is free, but not in number.
- L Exhaust manifold, turbo charger must remain a complete component as per the specification or homologation document. The only permitted modification is to fit a single temperature sensor to the exhaust manifold to monitor exhaust gas temperatures.

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

Exhaust manifold to turbo flange gasket is free as long as is fitted to original mounting points. Turbocharger threads may be reclaimed by normal repair methods.

- M Exhaust system beyond turbo is free.

- N Water cooling of the intercooler is permitted.

- O Diesel Smoke Emissions:

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

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

It is permitted to fit oxidation Catalysts or any other device to ensure that smoke emissions are as low as possible. Type, number, design, construction and fitment of any device or devices solely to achieve this is free.

Any device or all devices used to achieve this must be fitted underneath and within the plan periphery of the vehicle. Devices must be effectively isolated and insulated from the passenger compartment.

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

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

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

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

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5.7.3 ECUs

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

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

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

The ECU will be sealed.

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

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

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

5.7.3.7 Traction control systems:

All forms of traction control are prohibited unless forming part of the homologated specification.

5.7.3.8 Anti lag system on turbocharged vehicles is prohibited.

5.7.4 Cooling System

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

B The water thermostat is free.

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

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

5.7.5 Ignition System

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

5.7.6 Fuel Delivery System

A The fuel injectors are free but the number must be as original or homologated.

B Fuel pumps are free both in type and number.

C It is mandatory that Aeroquip type braided or metal fuel lines are used if pipes are run inside the vehicle.

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5.8 SUSPENSIONS:

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

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5.9 TRANSMISSIONS:

- A Manual or Dual Clutch semi-automatic (DSG) permitted.
The gearbox must be the homologated or specified item as listed on the relevant document.
- B The gearbox casing must remain as originally supplied. Gearbox casings may be strengthened by the addition of material.
- C The inside of the original housing is free.
- D The gear kit and ratios are free.
- E It is permitted to fit a mechanical limited slip differential, in the original differential housing.
- F Final drive ratio is free.
- G Sequential gear selection is allowed. Modifications to the bodywork for the mounting and passage of any new gearshift control are authorised only if they are not at variance with other points of these regulations.
- H Drive shafts may be uprated items.
- I Outer and inner constant velocity joints may be uprated.
- J Gearbox mounts may be altered or replaced, and may be mounted directly to the chassis.
- K The gearbox must always include a reverse gear, which can be engaged by the driver sitting in his/her seat with his/her safety harness fastened.
A mechanical locking system to avoid the casual engagement of the reverse gear is authorised.
- L Clutch - The assembly is free.
Dual Clutch Gearbox software must only be that permitted by MaximumGroup.net

5.10 ELECTRICS:

- A The electric cable assembly of the engine and car is free provided that it respects the conditions listed under this section.
Fuses may be added to the electrical circuit. The fuse box may be moved or removed.
- B All front lights must be fitted as supplied for that make and model and must be fully operative at all times. Bumper mounted indicators and front fog lights only may be removed and the apertures must be sealed or used in accordance with regulation 5.6.11.
- C Glass headlights must be protected by clear plastic anti-shatter film.
Headlamps screens made from glass may be replaced with transparent polycarbonate screens with a minimum thickness of 3mm, providing they retain the standard appearance of the originals.
- D All rear lights including a rear fog lights must remain functional.

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- E Only one vehicle battery maybe fitted, make and type is free. It must be a sealed unit and may be mounted inside the vehicle so long as fitted in accordance with Motorsport UK regulations. It must be possible at all times to start the engine with the energy of the battery transported on board the vehicle.
- F Alternators are free but must remain fully operational.
- G All cars must fit a rear rain light centrally inside the rear screen.

5.11 BRAKES

- A Front and rear brake calipers are free.

The brake discs are free but must be made from ferrous metallic material.
- B Brake pads are free.
- C The fitment of manual brake compensator is permitted. The master cylinders and bias system are free.
- D Brake cooling ducts are permitted but must not protrude beyond the silhouette of the vehicle and may only use original apertures in the bodywork as per 5.6.11 to bring the cooling air to the brakes. The connection of the air-lines to the original apertures in the bodywork is free provided that these apertures remain unchanged.
- E The replacement of rubber brake lines by aircraft-quality braided lines is mandatory. The connection of the dual braking circuit is free.
- F The pedal box and its location is free. Strengthening through the addition of material is permitted.
- G The disc protection plates may be removed or their shape modified.
- H The hand brake system may be removed.
- I ABS control unit may be retained but must be hydraulically isolated except for those cars using DSG / Twin Clutch transmission where ABS may remain fully operational
- J The brake servo is free, but the brake reservoir and the pedal box must remain in their original compartment.
- K Modifications to the bodyshell are authorised provided they have no other function than to allow the fixing of the master cylinder and/or the pedal box, and that they are not at variance with other points of these regulations.

5.12 WHEELS/STEERING:

- A The type of steering wheel is free, subject to Motorsport UK Regulation J5.7 & regulation 5.6.7.
- B The steering rack must be a standard or homologated component. The power steering system is free or may be removed. Cooling for power steering system is free. Pipework and its routing for the power steering system are free providing they are not at variance with other points of these regulations.
- C The standard wheel bolts may be replaced by studs or centre lock up system.

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- D It is permitted to fit a single wheel spacer on each hub to a maximum thickness of 15mm.
- E Modifications may be made to outer wheel arches as stated earlier in regulation 5.6.15. No wheel arch extensions are allowed with the exception of authorised body kits.
- F The top of the complete wheel assembly (flange+rim+tyre) above the wheel hub with the wheel in the straight ahead position must be covered by the wheel-arch when measured vertically.
- G Maximum Wheel Width: 10 inches between beads.

5.13 TYRES:

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

5.13.2 Dry use specification:

634318 – 235/610R17 Slick G84D CM004
634439 – 245/640R18 Slick G76D CM004
634755 – 265/660R18 Slick G76D CM004

Wet use specification:

634618 – 235/610R17 Wet CR9000 G84W BC497
634696 – 245/650R18 Wet CR9000 B92W BC497
635365 – 265/660R18 Wet CR9000 TC 01W2

5.13.3 Tyres must be supplied by the Series Technical partner:

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

Contact:

Stuart Abbott - stu@mrtyreMotorsport.com

Dan Jeffs - dan@mrtyreMotorsport.com

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

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

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

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

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

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

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

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

5.13.12 Dry Weather Tyres

a) The maximum number of new dry weather tyres available for each car over the 2019 season, consisting of 5 race meetings, will be 36 tyres.

b) For the first event drivers/entrants may use a maximum of 12 new tyres and a minimum of 10 new tyres. No 'used' tyres are to be used.

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

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

5.13.13 Wet weather Tyres

a) The number of wet weather tyres will not be limited.

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

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

5.14 WEIGHTS:

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

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

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

D A system of success ballast will be used; see appendix T2 for details of how penalties are to be controlled.

The minimum weight (base weight) of individual cars may be subject to review at any time during the currency of the 2019 regulations by the Dunlop Touring Car Trophy who may implement a variation by way of a Bulletin issued by the Co-ordinator.

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5.15 FUEL TANK & FUEL

A Type of fuel tank

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

B Location of fuel tank

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

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

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

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

C Fuel Pumps

The fuel pump is free.

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

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

D Fuel - Petrol engine vehicles

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

This fuel only must be used during engine power testing.

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

Each car must be provided with its own individual fuel sampling hose and container. This container, which should be possible to be sealed to avoid vapours escaping, should be of a minimum 1 litre for the purpose of flushing through fuel from the car to clear the fuel sampling hose before the fuel sample is filled into a provided Motorsport UK conformant fuel sampling pot

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(provided by Anglo American Oil Company). This equipment must be available in Parc Ferme directly after qualifying and races.

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

E Fuel - Diesel engine vehicles

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

5.16 SILENCING:

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

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

5.17 NUMBERS and SERIES DECALS:

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

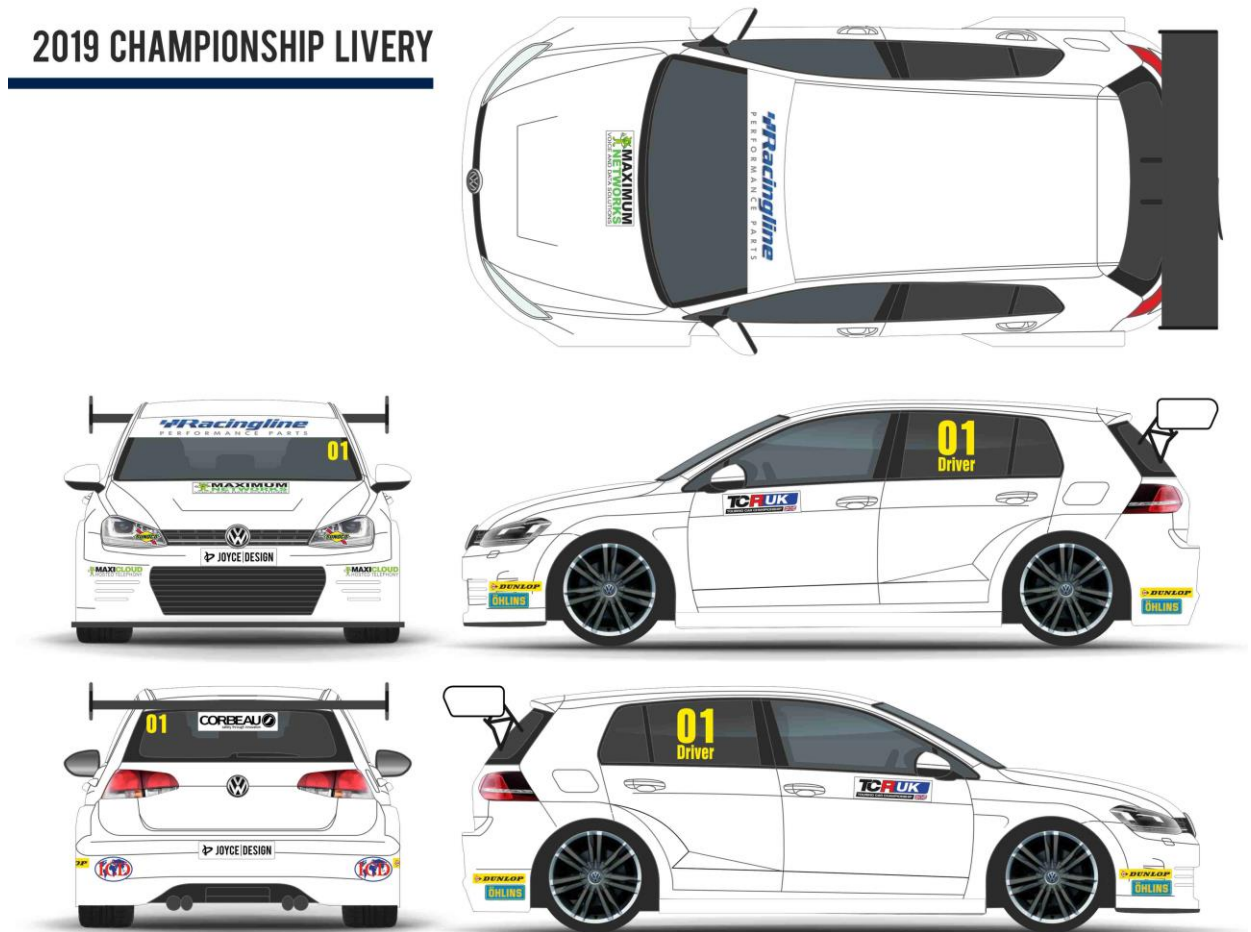
B Any sponsors decals which each car and driver must carry will be identified as reserved areas and will be notified and confirmed in an Official Bulletin. Decals must be displayed in the correct position as defined by the organisers. Failure to comply with this regulation may at the Series Coordinator's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

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

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2019 CHAMPIONSHIP LIVERY



a) Name of the driver:

Style Initial of the first name, dot, space, Surname (e.g J.Smith)

Font **Helvetica Cond Bold**

Colour WHITE

Height 8cm (SIDES and REAR SCREEN) – 10cm (FRONT SCREEN)

To be positioned on each side of the car, rear side window, below the Competition Number and in the centre of the rear window.

Max Length (sides) = 45cm

b) National Flag:

Size H 8cm x W 12cm

To be positioned on each side of the car, rear side window in front of driver's name.

c) Race Numbers:

See diagram, above.

Front Windscreen – Height - 22cm – Fluorescent Yellow

Rear Window - Height – 12cm - Fluorescent Yellow

Side Window – Height 15cm, Width – 4cm - Fluorescent Yellow

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6. APPENDICES:

Appendix T1

The minimum (base) weight limit for all vehicles is 1285KG with driver.

The minimum weight (base weight) of individual cars may be subject to review at any time during the currency of the 2019 regulations by the Dunlop Touring Car Trophy who may implement a variation by way of a Bulletin issued by the Co-ordinator.

Any car using a DSG gearbox will have a 35kg reduction from the minimum weight.

Cars using a normally aspirated engine will have a 40kg reduction from the minimum weight.

The Dunlop Touring Car Trophy reserves the right to vary this weight penalty at their discretion at any point during the season by notification by official Series Bulletin.

Appendix T2

SUCCESS BALLAST

Success ballast will be added to drivers when a driver finishes a race within the top six finishers. For the purpose of ballast calculations, all top six finishers will be counted whether Registered or Guest drivers, based on the finishing order published by the official timekeepers for each of those Races prior to any judicial action in respect of any Sporting or Technical issue. The ballast penalty must be carried for the next race (which may be at the same meeting). All ballast figures apply on top of the minimum weight of the car as defined in Appendix T1. Success ballast must be in the form of a solid material only. It is the sole responsibility of all drivers finishing in the top 6 at any race to ensure that they have established their new ballasted weight and that their vehicle complies with this weight.

The success ballast will be:

Position	Ballast Kgs
1 st	60kg
2 nd	48kg
3 rd	32kg
4 th	24kg
5 th	16kg
6 th	8kg

Example of how success ballast will be applied:

For a driver finishing first at the first round of the season (race 1), if the car and driver combination minimum weight (Appendix T1) is 1250 Kgs that car and driver combination minimum weight is 1310 Kgs at the end of the next race. Any ballast must be fitted in accordance with the current Motorsport UK Yearbook regulation J5.15. These penalties will be imposed on the first six finishers after each race.

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Losing success ballast:

Success ballast will be reset after each race. Any success ballast applied after Race 1 must be carried for Race 2. Success Ballast applied following Race 2 at a series round must be carried for that both the qualifying session and Race 1 at the next Round of the Series. The addition of correct success ballast is the responsibility of the driver. The Series will publish a master Success Ballast table after each round of the Series.

The following Commercial Undertakings are not subject to the judicial procedures of either the Series Stewards and/or the Motorsport UK/MS.

6.1 RACE ORGANISING CLUBS & CONTACTS:

British Racing & Sports Car Club (BRSCC)
Homesdale Business Centre
Platt Industrial Estate
Maidstone Road
Borough Green
Kent TN15 8JL

6.2 COMMERCIAL UNDERTAKINGS:

Acceptance of entry into the Series is conditional upon each registered competitor and his or her agents, sponsors, team members and all other associated personnel accepting without reservation or recourse to abide by the Trophy 2019 regulations and not to act in a manner that could be considered to bring the Series, and/or its associate companies or sponsors into disrepute.

Both Car and Driver must meet the requirements of livery during the entire race weekend. Should any vehicle or overalls carry any form of sponsorship or advertising which conflicts in any way with the Series sponsors, the vehicle may not be permitted to take part in the Series. The decision of the Series Organisers in such a situation is final.

The Organisers will supply those livery items referred to in 5.17 to ensure the correct location of livery on cars. Note: No additional stickers or livery may appear on the front windscreen of the vehicle other than the designated sponsor's screen strip which must be fitted without alteration to its appearance. In signing the Series Registration form each entrant agrees that the sponsors of the 2019 Series may make use of his/her activities, imagery and successes in motor sport for any advertising or promotion with which they are associated.

Hospitality is not permitted in the circuit or paddock areas without prior agreement from Maximum Motorsport Ltd. Please be aware that the rights for the provision of hospitality in the paddock at race circuits belongs to the circuit owners and or series promoters. There will be a site fee for hospitality of up to £1,500 per event. In all cases the size of the structure to be confirmed to Maximum Motorsport Ltd for paddock layout planning.

Race catering is allowed for the use of drivers & team members only.

6.3. Series Tyre Suppliers:

Mr Tyre Motorsport
Unit 1 Apex Centre
Lovell
Tamworth
B79 7TA

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Tel: 01827 211021

Email: dan@mrtyreMotorsport.co.uk

6.4 Nominated Series Rolling Road

Speed Ministry Ltd
Unit 1-5, Mallory Park Circuit
Kirkby Mallory
Leicester
LE9 7QE

TEL: 0116 2165112