



**2012 REGULATIONS
(Online Version)**

Featuring

BRC
STARS OF THE FUTURE

and the



2012 NGK SPARK PLUGS BRC CHALLENGE REGULATIONS

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NGK SPARK PLUGS BRC CHALLENGE
2012 Sporting and Technical Regulations

1. SPORTING REGULATIONS - GENERAL

1.1 Title & Jurisdiction

1.1.1 The NGK Spark Plugs BRC Challenge ("the Championship") is promoted by UK Rally Ltd and administered by Cumberland Sporting Car Club and consists of a Championship title for Champion Driver and Co-driver. There are awards in each of the five classes and the Championship also features the BRC Stars of the Future for Juniors and also incorporates the Fiesta SportChallenge.

1.1.2 The Championship is governed in accordance with the regulations of the Motor Sports Association (MSA) incorporating the provisions of the International Sporting Code of the FIA and these Regulations.

1.1.3 MSA Permit Number 2012/5708 has been issued.

1.2 Officials

1.2.1 Championship officials are listed in Article 6.1.

1.2.2 Championship Stewards will be notified ahead of the start of the first round.

1.3 Competitor Eligibility

1.3.1 As a minimum, drivers are required to hold a MSA National B Stage Rally Licence and co-drivers a licence appropriate for National B Stage Rallying. Both competitors must be registered for the Championship and be members of the International Rally Drivers Club or one of the motor clubs listed as an organising club in Article 1.4

1.3.2 The Championship is open to all drivers who have not won a class at International level and/or ever finished in the first 10 overall places of an International rally on more than one occasion. Drivers who do not qualify but want to enter the Championship may do so by applying in writing to the Championship Co-ordinator who reserves the right to accept or decline such applications without reason.

1.3.3 Drivers and Co-drivers must ensure that at signing-on for each event in which they enter that they check and confirm that their entry and class category details are correct.

1.4 Championship Events

| Date | Event | Organising Club | Surface |
|--|----------------------------|-------------------------|----------------|
| 25 th February | Rallye Sunseeker Challenge | Southern Car Club | Gravel |
| 24 th March | Bulldog Challenge Rally | Wolverhampton & Staffs | Gravel |
| 28 th April | Pirelli Challenge Rally | Cumberland Sporting CC | Gravel |
| 1 st / 2 nd June | Jim Clark Challenge Rally | Border Ecosse & Berwick | Asphalt |
| 18 th August | Ulster Challenge Rally 1 | Northern Ireland MC | Asphalt |
| 19 th August | Ulster Challenge Rally 2 | Northern Ireland MC | Asphalt |
| 29 th September | Trackrod Challenge Rally | Trackrod MC | Gravel |

- 1.4.1 The Ulster Challenge rally is a double-header round providing two point scoring opportunities on one event (See Article 1.6.4)

1.5 Registration

- 1.5.1 To be eligible to score points both Driver and Co-driver are required to register with the Championship and pay the appropriate joint fee listed in Article 7.1.
- 1.5.2 All fees are payable at the time of applying for registration.
- 1.5.3 All accepted registrations will be confirmed by a dated Registration Card. This will be deemed final in establishing a competitor's eligibility for points scoring purposes. A current list of all registered Drivers and Co-drivers will be located on the official series notice board at each event.
- 1.5.4 Drivers who are born on or after 1st January 1992 and are entering the Championship in the RC1, 2 or 3 classes are eligible to enter BRC Stars of the Future. When registering for the Championship the driver must make a declaration of eligibility.
- 1.5.5 There is no maximum limit for competitor registrations.
- 1.5.6 Registrations for Drivers will close at the start of the fifth round of the Championship.
- 1.5.7 Once registered in the Championship, Drivers and Co-drivers may not disclaim or transfer points scored on any qualifying round.

1.6 Scoring

- 1.6.1 Points will also be allocated to the highest placed registered driver and co-driver in final overall classification on each round as follows:

Highest place - 15 points
Second highest - 13 points
Third highest - 11 points
Fourth highest - 10 points

And so on deleting one point per placing down to one point awarded to all registered finishers.

These points will be combined with allocated class points using the point scoring system in Article 1.6.2 below to provide a total towards the overall Championship table.

See also Article 1.6.4 and 1.6.5

- 1.6.2 Points will be allocated to the highest placed registered driver and co-driver in their final class or category classification on each round as follows:

Highest place - 15 points
Second highest - 13 points
Third highest - 11 points
Fourth highest - 10 points

And so on deleting one point per placing down to one point awarded to all registered finishers. (See also Article 1.6.3, 1.6.4 and 1.6.5).

- 1.6.3 The Championship reserves the right to amalgamate a class which has five competitors or less, after the closing date for entries for the first round of the championship and the start of that event.
- 1.6.4 On the Ulster round a set of classified results for overall and class finishing positions will be published separately for each of the two Legs/Days. Registered competitors are eligible to score points in accordance with the points allocation in Article 1.6.1 and 1.6.2, in overall and class position on each Leg. Competitors who fail to finish Leg One may, subject to Clerk of Course approval, be allowed to start Leg Two providing they have met the criteria set by the event regulations.
- 1.6.5 Registered competitors must discount their two single lowest scores counting towards their final Championship classifications in both the overall and class tables. Non-starts and non-finishes are counted as zero scores.
- 1.6.6 No points will be awarded retrospectively and/or discounted points scored in one Championship or class cannot be transferred to another.
- 1.6.7 A penalty will be awarded if the competing car does not carry the official championship decals, as specified in Article 8.6.
- 1.6.8 Provisional Championship points will be published within seven days following the publication of the Final Results of each event. These points will become final seven days after the publication of Final Official Classification results of the final Championship event or seven days after any outstanding Protests, Appeals or technical matters have been resolved.
- 1.6.9 Should it prove impossible to run any round of the Championship in its entirety for any reason whatsoever, provided that the event organisers draw up a Final Official Classification, points will be awarded.
- 1.6.10 In the event of two or more Championship events being cancelled, registered competitors will count the total number of scores from all events remaining towards their final Championship total.
- 1.6.11 Ties will be decided in favour of the competitor with the greatest number of highest points scores, then second highest points scores, then third-highest points scores and so on down to sixth place on the events which made up the competitor's final total.
- 1.6.12 Should Article 1.6.11 above not resolve a tie, it will be decided in favour of the competitor with the highest points allocation on the first event, then second event, and so on...
- 1.6.13 This tie-decider applies to the overall Championship and to all elements thereof.

1.7 Single Make Series

- 1.7.1 All competitors participating in one of the appointed single make categories (as detailed in Articles 5.5 and 5.6) must sign and agree to be

bound by the Commercial Agreement of their relevant category/ Cup to be eligible for points and awards.

- 1.7.2 Articles 1.6.2 to 1.6.13 inclusive are applicable to point scoring and the final overall Championship tables.

1.8 Awards

- 1.8.1 On each round of the Championship the individual event organisers are responsible for providing the following awards:

First place Driver and Co-driver in each class
Second place Driver and Co-driver in each class (subject to five starters in class)

- 1.8.2 The Organisers of the Championship are responsible for providing the following awards at the end of the season at the Championship Awards Ceremony:

- 1.8.3 Overall Champion Driver and Co-driver: Free registration for the 2013 MSA British Rally Championship, £500 towards per BRC event entry and two trophies. Overall Runner-Up Driver and Co-driver: two trophies

- 1.8.4 Class Champion Driver and Co-driver in each class: two trophies
Class Runner-up Driver and Co-driver in each class: two trophies (subject to five registered competitors in class)

- 1.8.5 BRC Star of the Future: Free registration to the 2013 MSA British Rally Championship, £300 towards per BRC event entry and two trophies.

- 1.8.6 Champion Lady Driver: one trophy

- 1.8.7 Other prizes may be announced.

- 1.8.8 The Organisers of the One Make Series are responsible for providing their own awards which will be detailed in their commercial agreement.

- 1.8.9 Championship awards will only be presented to registered competitors who have started a minimum of five (5) scoring rounds.

- 1.8.10 The date and venue for the presentation of the Championship Awards will be notified to all registered competitors.

2. SPORTING REGULATIONS – JUDICIAL PROCEDURES

- 2.1 Championship:** In accordance with Section C of 2012 MSA Yearbook.

3. SPORTING REGULATIONS – CHAMPIONSHIP & EVENT PROCEDURES

3.1 Entries

- 3.1.1 Competitors are responsible for submitting correct and complete entry forms accompanied with the correct entry fee to the event organisers prior to the closing date published in the Event Regulations.

3.2 Briefings

- 3.2.1 Event organisers should notify Competitors of the times and locations for all briefings in a Bulletin. Competitors must attend all briefings.

3.3 Event Length

- 3.3.1 The stage and road mileage for each event shall be as published in individual event Supplementary Regulations.

3.4 Servicing

- 3.4.1 Unless specified in the event regulations, the use of vehicles for the intent of servicing outside of designated service areas are forbidden on all rounds of the Championship. Servicing is only permitted from properly identified service vehicles in officially designated Service Areas.
- 3.4.2 Vehicles and/or personnel associated with competing crews, found on (or within 1km of) the road sections of the route of any rally (other than a route designated by the event organisers as a service route) during the time that the event is passing that point will be deemed to be acting with the intent to illegally service. If the service and rally car routes are the same, the two vehicles must be at least 1km apart at all times. Team personnel are allowed to hand the crew refreshments and written information at the end of stages, prior to start of the next road section.
- 3.4.3 If at anytime during the running of the rally, a vehicle is seen to be carrying spare wheels and tyres, spare parts and mechanical equipment outside of designated service areas or any deviation from the specified routes for service and support vehicles, except when regulated by the event, then it will be deemed to be acting with the intent to illegally service. The associated competitor or team shall be penalised in accordance with these regulations.
- 3.4.4 Breaches of regulations in Articles 3.4.1, 3.4.2 and 3.4.3, observed by Championship officials or reported to the Championship by Event Officials will result in points not being allocated on the round where the offence occurred and the forfeiture of up to two highest scores in the 2012 Championship (in addition to any penalties applied by the individual event organisers in accordance with their Supplementary Regulations). The offences will also be reported to the Championship Stewards who may consider further action.
- 3.4.5 The movement of team personnel for the express purposes of spectating or team management is permitted but vehicle contents must NOT infringe Article 3.4.3.
- 3.4.6 Remote Service Parks: Event organisers may make provision for the use of "remote" service parks in order to extend the distance between main services. These may be used to make provision for refuel, change of tyres and to allow minor repairs to be carried out by the competitors and two of their mechanics.
- 3.4.7 The remote service park is only open to auxiliary vehicles. Auxiliary vehicles are permitted to enter the park 10 minutes prior to the due arrival time of their rally car and must vacate the space within 5 minutes of its departure, unless servicing subsequent team cars.

- 3.4.8 During "remote" service a maximum of only two mechanics and the driver and co-driver are allowed to carry out work on the car. The auxiliary vehicle can only carry spare wheels and tyres, a spare windscreen, spare bulbs and fuses, oils and fluids for replenishments, associated tools, axle stands, trolley jack and ground sheet.
- 3.4.9 The remote service park allows a penalty free period of 10 minutes during which servicing of the rally car is permitted. Teams may only use either equipment and parts carried in the rally car or those items prescribed to be allowed in the auxiliary vehicle. A ground sheet must be used throughout the duration of the service. The park is strictly a no smoking area.
- 3.4.10 Auxiliary vehicles: Event organisers are to notify crews in their event regulations if the use of auxiliary vehicles will be required/permitted. The issue of rally plates for auxiliary vehicles may only be allowed if these vehicles are to be used for the sole purposes of servicing.
- 3.4.11 The vehicle used for "auxiliary" service must be a type designated by the manufacturer as a small van (no larger than MWB), MPV, 4x4, estate car/hatch or saloon car. The drivers of these vehicles and their associated staff must permit, on request, officials of both the event and/or championship immediate access to inspect the internal contents at anytime.
- 3.4.12 The auxiliary vehicle must follow the prescribed auxiliary service route at all times.
- 3.4.13 Judges of Fact regarding servicing may be appointed on each round.

4. CHAMPIONSHIP PENALTIES

4.1 Infringement of Technical Regulations

- 4.1.1 Arising from pre-event Scrutineering or Judicial Action:

Minimum Penalty: The provisions of MSA Regulations: C3.1.1

- 4.1.2 Arising from post-event Scrutineering or Judicial Action:

Minimum Penalty refers to the provisions within MSA Regulations C3.5.3(a).

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 MSA Regulation C3.5.3(b).

4.2 Infringements of Non-technical Regulations

- 4.2.1 Arising from Sporting Regulations issued for the Championship; including any commercial agreement, the promotional and media requirements and compulsory advertising referred to in these regulations. As per 2012 MSA Judicial Procedure Regulations.

5. TECHNICAL REGULATIONS

5.1 Introduction

The following Technical Regulations are set out in accordance with the MSA specified format and modifications, which are not explicitly allowed by the present regulations, are forbidden.

5.2 General Description

The Championship is for registered competitors entering in vehicles that comply with the Class categories and MSA National Regulations together with the technical rules outlined below.

5.3 Vehicles

5.3.1 The Championship is open to cars which were registered by the DVLA on or after 1st January 1989. Competitors wishing to enter cars older than this can apply in writing (giving details of car with internal and external photographs) to the Championship Co-ordinator. The Championship reserves the right to accept or decline such requests without reason.

5.3.2 All vehicles must comply with the MSA National Regulations, comprising the following class categories and regulations:

| | |
|-------------|--|
| RC1: | Two wheel drive cars up to and including 1000cc. |
| RC2: | Two wheel drive cars over 1001cc up to and including 1400cc. |
| RC3: | Two wheel drive cars over 1401cc up to and including 1600cc. |
| RC4: | Two wheel drive cars over 1601cc up to and including 2000cc. |
| RC5: | All other two wheel drive vehicles up to and including 2000cc, includes kit car variants and Super 1600's. |

In addition, the following Single Make cars running to their Cup technical specifications are allocated:

Fiesta SportChallenge: Fiesta MS1 – Class RC3; Fiesta ST – Class RC4

Additional classes and awards may be added before the start of the Championship.

5.3.3. For classes RC1 only:

5.3.3.1 Eligible vehicles must retain the original manufacturer's standard body shell from a production base model car on general sale to the public with an engine derivative below 1000cc. The profile which includes height and width of the standard car must be retained. Body panels made of composite and non-ferrous materials are only allowed if fitted to the standard production model. Roof vents are permitted.

5.3.3.2 Transmissions must be standard H pattern synchromesh with a maximum of five forward gears. It should retain the original gate mechanism and the use of limited-slip differentials is not permitted. Dog engagement and sequential gearboxes, active transmissions, active differentials and active suspension systems are forbidden.

- 5.3.3.3 Electronic sensors other than those used in/for trip meters and engine management systems are forbidden.
- 5.3.3.4 Traction and launch control systems and methods of adjusting suspension and anti-roll bars by the driver from inside of the cockpit are forbidden.
- 5.3.4 For classes RC2, RC3 and RC4 only:
 - 5.3.4.1 Electronic sensors other than those used in/for trip meters and engine management systems are forbidden.
 - 5.3.4.2 Traction and launch control systems and methods of adjusting suspension and anti roll bars by the driver from inside of the cockpit are forbidden.
 - 5.3.4.3 H pattern synchromesh, Dog engagement gearboxes and Plated Limited Slip Differentials are permitted. Sequential gearboxes, active transmissions, active differentials and active suspension systems are forbidden.
- 5.3.5 For all classes:
 - 5.3.5.1 All cars must comply with Compulsory Advertising in Article 8.6
 - 5.3.5.2 Articles 5.5 and 5.6 apply to all and unless regulated by a single make championship, the tyre manufacturer and sizes are free for all other competitors.
 - 5.3.5.3 All cars must have Mud Flaps fitted behind each wheel. The mud flap material must be flexible with a minimum thickness of 4mm. The mud flap must extend to a minimum of 4cm either side of the tyre tread. The bottom of the mud flap must be no more than 8cm from the ground when the car is stopped with nobody on board.
 - 5.3.5.4 It is mandatory for all competition cars on all BRC Challenge rounds to carry an environmental fuel and oil spillage kit. These kits are lightweight and are easily attachable to the roll cage. Approved Spill Kits are available for purchase on each event from the Noise / Environmental Scrutineer. Used Spill Kits are to be disposed of in accordance with the guidelines issued by the Championship Environmental Scrutineer.
 - 5.3.5.5 Competitors will be required to declare the class that the vehicle is entered into and ensure it fully complies with the Championship Regulations. This declaration will be confirmed at the point of Event Signing-on where the competitor must check they have entered the correct class. If any element of the declaration changes the competitor must inform the Championship Organisers in writing.
 - 5.3.5.6 All championship competitors must have and produce at all events: (Failure to produce any of the documents at Scrutineering and/or Post event scrutineering may result in a start refused or points forfeited for that round.) a Vehicle Registration Document (V5 or V5C), Valid MOT Certificate and an MSA Stage Rally Log Book.

- 5.3.5.7 An Eligibility Scrutineer has been appointed to the Championship. Any vehicle that has been, or is being used in the championship, can at any time, be either stripped or sealed for examination at the request of the Eligibility Scrutineer. All costs of stripping and rebuilding are to be borne by the competitor. Failure to agree to either the stripping, or sealing, or the breaking of a seal will result in a total loss of points accumulated in the championship up until the date of the failure, for both the driver and co-driver, or a greater penalty decided by the Stewards of the Championship.
- 5.3.5.8 Failure to attend Post event scrutineering, when requested, may result in all points scored on that round being forfeited.
- 5.3.5.9 In the event that a class has less than five entries, the organisers reserve the right to amalgamate the class with another.
- 5.3.5.10 The Championship reserves the right to move a competitor from one class to another.
- 5.3.5.11 Even if not explicitly prohibited, any modifications that are deemed by the Championship not to be in keeping with the spirit of these regulations may be penalised by the loss of Championship points.

5.4 BRC Stars of the Future

- 5.4.1 Open to all registered competitors in Class RC1, RC2 and RC3 born on or after 1st January 1992.
- 5.4.2 Points will be allocated in accordance with Article 1.6.1 to the highest placed registered driver and co-driver in the final overall classification on each round.
- 5.4.3 In addition, articles 1.6.3 to 1.6.13 inclusive apply to the final overall Championship table.

5.5 Fuel – Refuelling & Control

- 5.5.1 Registered competitors may only use the fuels supplied on each qualifying round by Sunoco the official fuel supplier to the NGK Spark Plugs BRC Challenge.
- 5.5.2 The control fuel will be a 99 octane blend pump fuel grade specification and will be distributed on events at the dedicated refuel zone. No other method of refuelling or type of fuel may be used.
- 5.5.3 The onus remains with the competitor to pre-order their fuel requirements prior to each event.
- 5.5.4 Samples may be taken at irregular intervals and at any time during the event by a scrutineer. Teams must ensure that there is at least an extra 1 litre of fuel on board at all times for this purpose.
- 5.5.5 All competitors must ensure that their cars are fitted with a “coupling” to allow petroleum samples to be drained safely from their cars fuel system. Competitors must carry on board their cars, the coupling with a 1000mm length of hose attached and the necessary equipment so that they can conduct the operation of fuel sampling at any time.

- 5.5.6 The official fuel supplier will make stock available to teams for engine diagnostic, pre-event testing and other non championship rallies.
- 5.5.7 Exceptionally, the organisers may make provision for additional locations for refuelling only. These additional locations for refuelling shall only be set up along the route incorporating a designated refuel zone and procedures. In these areas any kind of servicing is prohibited – except refuelling of the car.
- 5.5.8 Diesel cars must arrange for their own supply of fuel which must also be dispensed from the designated refuel zone.

5.6 Tyres

- 5.6.1 Tyre makes, compounds and tread patterns are free but must comply with the relevant articles in Section's J and R in the 2012 MSA Yearbook. Single make series competing within the Championship may have their own stipulations which competitors, if registered for both championships, must adhere to.
- 5.6.2 Hand cutting, and/or modification of the "GRAVEL" pattern tyre is prohibited.
- 5.6.3 Studded tyres are strictly forbidden.
- 5.6.4 The use of any device for maintaining the performance of the tyre with an internal pressure equal to or less than atmospheric pressure is forbidden. The interior of the tyre (space between the rim and internal part of the tyre) must be filled only with air.
- 5.6.5 The use of tyre heating ("warmers") devices is prohibited.
- 5.6.6 The Championship reserves the right to operate a tyre marking zone to monitor tyre usage between main or remote service parks. Tyres that are fitted to the car in service and placed in the boot as spares are the only permissible items that can be used in that section. Contravention of this regulation will incur a penalty of the loss of five championship points per unaccounted tyre.
- 5.6.7 If a tyre marking zone is operated, then competitors are responsible for ensuring that the spare wheel and boot/tailgate are secure before departing.

6. CONTACTS

6.1 Championship

| | |
|---------------------------------|---|
| Championship Office | British Rally Championship (BRCC) Regus House Herons Way Chester Business Park Chester CH4 9QR |
| Championship Website: | www.rallybrccchallenge.co.uk |
| Championship Co-ordinator | Mark Taylor T: +44 (0) 7767 377600 E: marktaylor@rallybrcc.co.uk |
| Championship Media Co-ordinator | Stuart Coady T: +44 (0) 7968 585534 E: stuartcoady@rallybrcc.co.uk |
| Eligibility Scrutineers | Paul Loveridge (Vehicle Eligibility) E: paul.pj@btconnect.com Peter Clingan (Environmental & Noise) E: peterclingan@aol.com |

6.2 Event Organising Clubs

Rallye Sunseeker Challenge
Rick Smith e-mail: rick@xenogamy-plc.co.uk
Tel: +44 (0) 208 773 3404
Event website: www.rallyesunseeker.co.uk

Bulldog Challenge Rally
Kevin Witton, email: kevin.witton@widthwise.co.uk
Tel: +44 7767 453664
Event website: www.bulldog-rally.co.uk

Pirelli Challenge Rally
Brian Kinghorn, e-mail: bkinghorn@sprite5.co.uk
Tel: +44 (0) 7770 566146
Event website: www.pirelliinternationalrally.co.uk

Jim Clark Challenge Rally
Colin Pagan, e-mail: office@jimclarkrally.com
Tel/Fax: +44 (0) 1668 281576
Event website: www.jimclarkrally.com

Ulster Challenge Rallies
Drew Todd e-mail: dtodd@ulsterrally.com
Tel: +44 (0) 28 9146 8339
Event Website: www.ulsterrally.com

Trackrod Challenge Rally
Rod Parkin, e-mail: rod.parkin@ntlworld.com
Tel: +44 (0) 113 226 2422 fax: +44 (0) 113 226 2422
Event website: www.rallyyorkshire.co.uk

7. FEES

7.1 Registration Fees

7.1.1 Driver and Co-driver Registration fees include:

Entry for driver for overall and all classes (principal holder)
Entry for the co-driver (co-driver can be changed – see below)
Website profile for both driver and co-driver
On Board Camera Licence for the Driver
Membership of the International Rally Drivers Club for both crew
Entry fee to the BRC Sponsor day

Before 20th January 2012

Joint Driver and Co-driver registration fee: £120 +VAT (£144.00)

After 20th January 2012

Joint Driver and Co-driver registration fee: £150 +VAT (£180.00)

Change of co-driver only (each time): £30 + VAT (£36.00)

All fees are applicable and payable at the time of registration.

8. MEDIA AND PROMOTION

8.1. General

8.1.1 The rallies comprising the NGK Spark Plugs BRC Challenge (the "Championship") shall be conducted in accordance with the regulations and anyone taking part in any of the events that comprise the Championship will be bound by these.

8.1.2 In these regulations, the nomenclature definitions and abbreviations specified in the General Regulations and in the Sporting Regulations shall be adopted.

8.1.3 UK Rally Limited (the "Promoters") has the right to amend, vary or add to these regulations from time to time. Such amendments, variations and additions shall be notified by bulletin to all registered competitors by posting to the address detailed on the Championship registration form or by fax or e-mail to the fax number/e-mail address detailed on the Championship registration form, or by delivery to the competitor by hand.

8.1.4 All Championship competitors, entrants, teams, team members, event organisers and persons associated with any of the aforesaid agree to be bound by these regulations and any additions, variations or amendments thereto.

8.2. Penalties

8.2.1 The terms of these regulations are fundamental to the contract between the Promoters and the Championship competitor and/or the team. A breach of any of these regulations may render the competitor or the team ineligible for competition, in which case participation in the Championships will be entirely at the discretion of the Promoters.

- 8.2.2 The Promoters, as an alternative to excluding the competitor or the team from the Championship, may impose any one or more of the following penalties as a condition of continued participation in the Championship:
- a reprimand;
 - loss of prize money;
 - a fine; and/or
 - a penalty issued by the Stewards of the Championship subsequent to a tribunal.
- 8.2.3 In addition or in lieu of any such penalty, the Promoters may require the competitor and/or team and/or team member and/or person associated with the above to take such steps as may be reasonable to mitigate the damage to the reputation of the Championship.
- 8.2.4 Future participation in the Championship may not be permitted until any imposed fine pursuant to these regulations is paid in full.
- 8.2.5 Where, in the opinion of the Promoters, any competitor(s) and/or team(s) has gained an unfair advantage (whether inadvertently or not) from a breach of the regulations by its own actions or those of another Championship competitor or team, the Promoters may impose any one or more of the penalties set out in Article 8.2.2 above in order to remove or otherwise compensate for such advantage.

8.3 Television

- 8.3.1 By entering the Championship, event organisers, competitors, entrants and teams are obliged to assist in the promotion of the Championship and in particular the television coverage.
- 8.3.2 All event organisers, competitors, entrants and teams are obliged to assist the appointed TV Production Company in the filming of the Championship events through the granting of interviews when requested and any other reasonable request of the TV Production Company.
- 8.3.3 Without prejudice to the generality of the above, drivers finishing first, second and third in each Championship event and the driver finishing first in each class must make themselves available immediately after the podium ceremony/prize giving for media interviews in accordance with the requirements and directions of the Championship, their PR personnel and/or event and/or the sponsor(s).
- 8.3.4 At the sole request of the Championship or appointed TV Production Company, any competitor may be required to carry an on-board camera.
- 8.3.5 Competitors, teams and entrants who wish to carry on-board cameras must contact the Promoters to obtain the necessary licence and permissions a minimum of 7 days prior to the event. No other on-board video or film camera will be permitted without the written authority of the Promoters.
- 8.3.6 Any Championship competitor and/or anyone connected with a competitor or manufacturer is prohibited from trying to influence the editorial decisions of the TV Production Company in connection with the Championships as it is shown on television, or of otherwise interfering with television coverage.

8.3.7 Only the Promoters can authorise any filming of the Championship or any event of the Championship.

8.3.8 The advertising of tobacco products is not permitted in any shape or form on the Championship.

8.4 Promotion and Publicity

Each team may be requested to participate in any official Pre-Season Promotional activity.

8.4.1 At all Championship events:

(a) Drivers and co-drivers wearing their driving overalls may be required to take part in any autograph session or event parade, should this be requested by the Promoters.

(b) The competitor/team is responsible for providing the rally car. No other type of vehicle will be permitted to participate in the drivers' parade.

8.4.2 Each registered Championship competitor and team must make themselves available, free of charge, to the Promoters for Championship promotional purposes for a maximum of two further full days during a Championship year when required at the reasonable request of the Promoters. This is in addition to the Promotional event.

8.4.3 Any driver in a position where they may win the Championship at the final event may be required to attend at their own expense a media event staged between the penultimate and final events of the Championship. The date for this media event will be set after consultation with the competitor and/or nominated PR representatives of the teams entered for the Championship and will be notified in an official bulletin.

8.4.4 All award winners are required to attend the end-of-season Awards Evening, the date and venue of which will be advised. Failure to attend or nominate a representative to attend on their behalf will result in the Trophy not being issued and a 50% loss of any prize monies.

8.4.5 Completing a Championship registration form, each team, entrant and competitor agrees that the Championship title rights sponsor may use their activities and successes in motor sport for any advertising, publicity, public relations and merchandising purposes. The team, entrant and competitor also agree that in any advertising or promotion with which they are associated (relating to the Championship), the full title of the Championship (including the Championship sponsor's name) will be used at all times.

8.5 Merchandising

8.5.1 All teams, entrants and competitors by virtue of entering the Championship hereby authorise the Promoters to use and license the use of images and representations of the teams' vehicles competing in the Championship including (in so far as the same appears on vehicles participating in the Championship) and, subject to specific agreement, the team's logo for the purpose of producing merchandise exploiting the reputation of the Championship.

- 8.5.2 The competitor and the Entrant hereby authorise the Championship to use and license the use of images and representations of the driver and team paraphernalia including (in so far as the same appear on clothing worn by the driver or on team paraphernalia or on the cars driven by the competitor in the Championship) the logo, subject to specific agreement, and decals of all sponsors of the competitor and/or the entrant for the purpose of producing merchandise exploiting the reputation of the Championship.
- 8.5.3 The competitor, team and entrant hereby agree to provide autographs, official and signed merchandise if requested which are undertaken by the Championship for the purposes of merchandising and commercial exploitation.

8.6 Compulsory Advertising

- 8.6.1 All registered competitors must wear cloth badges on their race suit as illustrated:

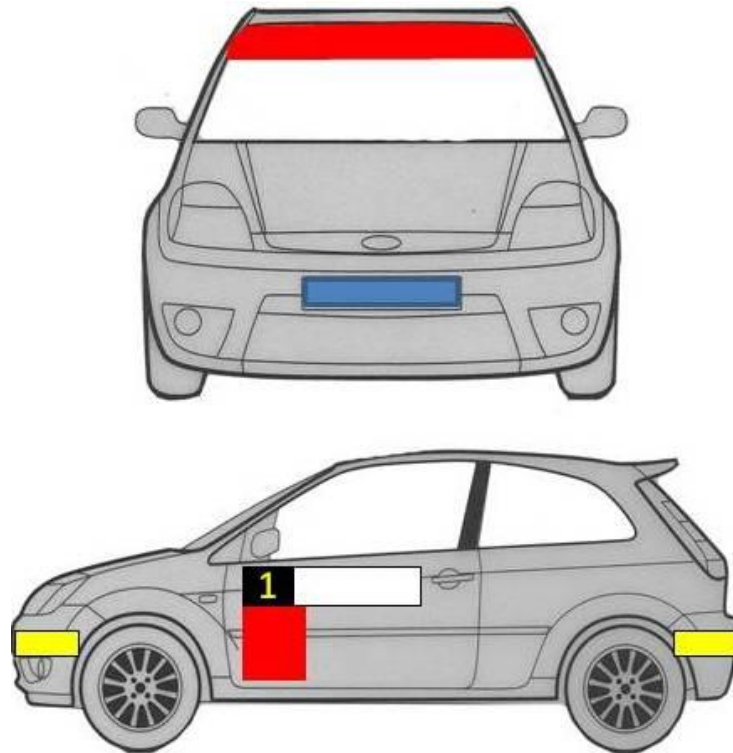


These will be supplied by the Championship.

Additional requirements may be added by future bulletin.

See Appendix L to the FIA International Sport Code, Chapter 3, Article 2, regarding the sewing of cloth badges onto race suits.

- 8.6.2 Cars must display the official Championship car decals at all times during the event.



These decals are highlighted and their placements are shown below in the diagram as a NGK Spark Plugs windscreen and BRC Challenge sponsors door panel highlighted in red.

These decals will be provided by the Championship on each event and must be displayed prior to scrutineering.

- 8.6.3 The decals provided by the Championship must not be cut or altered in any way.
- 8.6.4 Competitors who have sponsor decals which conflict with the official associate partners of the Championship must seek approval from the Championship Co-ordinator prior to event. The final position, size and colours (if approved) will be at the discretion of the Championship.
- 8.6.5 Competitors may be requested to affix the Championship logo on the dashboard, in a visible position for in-car cameras.

8.7 PR & Promotion

- 8.7.1 The image of the NGK Spark Plugs BRC Challenge and its sponsors must be upheld at all times by entrants, drivers, co-drivers and their teams, at or away from the events. Bringing any disrepute to the series and its sponsors will be regarded with disfavour by the organisers and may result in forfeiture of series points and the withdrawal of awards. This will include driving standards.
- 8.7.2 On and away from events championship organisers will require information from drivers & co-drivers for PR purposes, as a major part of the success of the series rests with the quality and extent of the publicity that surrounds it. Failure to impart information will result in a penalty being applied.