

Series Regulations

British HTGT Competition

2026

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Foreword

The British HTGT Competition racing series has set itself the task of experiencing the European and American racing history of the classic, sporty vehicles of all British manufacturers, built until 1 January 1981, in circuit races, slaloms, time trials and hill climbs.

The series is worn and advertised by:

TR-Register Deutschland e.V.
(Register of Associations Hamburg 8532)

represented by the Board of Directors Sport: Harald Raschke
Zinnestraße 49
D- 53773 Hennef

The organization of the racing series is the responsibility of the BC committee, which is regulated by the rules of procedure of the BC.

Approval

The series regulations of the British HTGT Competition were developed by Auto Sport Switzerland (hereinafter referred to as ASS) under **REG NO. TC-202302**.

The series regulations are divided into the implementation and technical regulations.

Implementing Regulations

1. Official language

The official language is German. Only the German-language text of the regulations approved by the ASS is binding.

2. Competition principles

- a) The British HTGT Competition consists of a series of reserved Circuit races. Each race consists of one or more races. Participation in series production is only possible with vehicles that comply with the technical regulations.
- b) In addition to its own implementing regulations, the British HTGT Competition is also carried out in accordance with the following sports laws, resolutions and regulations, to which all applicants and drivers submit upon submission of the entry:
 - FIA International Sports Law (incl. Appendices)
 - National Sports Act of the Sports Commission of the ASS (incl. appendices)
 - These Regulations / Special Provisions and any Amendments and additions approved by the Sports Commission of the ASS
 - Invitations to tender and any implementing provisions of the organisers of the individual races
 - NADA Anti-Doping Regulations
- c) Points are awarded for the series participants in each race. The points count for the championship. Participation in the award ceremony at the races is mandatory. (For more information on the evaluation, see point 16)

3. Driver

Eligible to participate is any holder of an international C license or international Historical license, which allows foreign take-offs. Each driver must have a valid medical certificate (printed on the licence of FIA licence holders).

For drivers who are series participants, membership in the TR-Register Deutschland e.V. is desired.

The organizer has the right to reject registrations without giving reasons.

4. Applicants

Companies or clubs with a valid applicant license can enroll as applicants.

5. Approved vehicles

All English GTs or touring cars are eligible to participate, provided they comply with the implementation and technical provisions of the regulations. Here, too, the year of construction of the GT vehicles must be before 1.1.1981 and the year of construction of the touring cars before 1.1.1966.

In detail, these include:

Triumph Spitfire MK I	Homologation No.: 165
Triumph Spitfire MK II	Homologation No.: 530
Triumph Spitfire MK III	Homologation No.: 561
Triumph Spitfire MK IV	Homologation No.: 3054
Triumph GT 6 MK I	Homologation No.: 553
Triumph GT 6 MK II	Homologation No.: 605, 3055
Triumph GT 6 MK III	Homologation No.: *
Triumph TR 2	Homologation No.: *
Triumph TR 3	Homologation No.: *
Triumph TR 3A	Homologation No.: *
Triumph TR 4	Homologation No.: 61, 98, 99, 133
Triumph TR 4A	Homologation No.: 528, 529
Triumph TR 5	Homologation No.: 576
Triumph TR 250	Homologation No.: 575
Triumph TR 6	Homologation No.: 3010
Triumph TR 7	Homologation No.: 3071
Triumph Leyland TR 8	Homologation No.: 654
Triumph Dolomite Sprint	Homologation No.: 5542
MG Midget MK I	Homologation No.: 44
MG Midget MK II	Homologation No.: 162
MG Midget MK III	Homologation No.: 3014
MG Midget MK IV	Homologation No.:
MG A	Homologation No.: 29
MG B	Homologation No.: 72
MG B	Homologation No.: 508, 3016
MG B GT	Homologation No.: 504, 560, 3017
MG B V8	Homologation No.: 3063
MG C	Homologation No.: 589
AH Sprite MK I	Homologation No.: 47
AH Sprite MK II	Homologation No.: *
Milestones 1600 GT	Homologation No.: *
Morgan 4/4	Homologation No.: 175
Morgan +4	Homologation No.:*
Morgan +8	Homologation No.: *
TVR Grantura 1800S	Homologation No.:237
TVR 2500 (M)	Homologation No.: *
TVR 3000	
Gilbern GT	Homologation No.: 205
Austin Healey 3000	Homologation No.: 25, 57
Lotus Elan	Homologation No.: 127, 527, 3027

*) Basic data available

The vehicles must be registered for road traffic in a country of the European Union for participation in international licensed sports or/and have a sports law registration via a car passport from an ASN.

6. Entries / Entry fee

The series entry is carried out as block entry. Entries can be submitted for teams with one or two drivers. Each driver can only be named as a series participant for one team at a time. Guest teams/drivers will be named individually.

An entry fee will be charged for all advertised races. The entry fee is based on a team with one or two drivers and one vehicle per team. The entry fee is not transferable in the current season. The amount of the entry fee will be announced when the registration documents are published. There will be no refund of the entry fee in the event of non-participation in one or more races.

7. Enrolment and Entry Fee Payment

The registration forms can be requested from the British HTGT Competition (www.tr-competition.de). These forms (one per team) must be filled out digitally, dated and personally signed by each driver or applicant. An e-mail address must be provided.

This registration must be sent to:

TR-Register Deutschland e.V.
British HTGT Competition
G rard Vermast
70 Guillaume Avenue
L - 1650 Luxembourg

The registration will only be processed after receipt of the entry fee.

When entering the series, the team reserves a starting place for all or the races of the British HTGT Competition booked by it

When the guest is announced, the team reserves a starting place for the races of the British HTGT Competition booked by it.

By submitting the entry, the applicant/keeper/driver acknowledges that insurance cover within the framework of motor insurance (motor vehicle liability, comprehensive and comprehensive insurance).

Passenger Accident Insurance) is not granted for damage at racing events. He undertakes to also inform the owner of the vehicle used.

8. Paddock Regulations and Behaviour on the Race Track

The teams have to present themselves in the paddock as a closed group. The racing cars must be parked in a line along the roads in the paddock. Support vehicles are to be parked in the 2nd row behind the racing cars. The instructions of the series coordinators for the positioning of the vehicles in the paddock must be followed.

All drivers are expected to behave in a sporty, fair manner and be considerate. Contact between the vehicles must be avoided at all costs.

9. Technical acceptance / document acceptance

For each race, a technical scrutineering and document acceptance are carried out. More details will be announced along the route.

10. Drivers' briefing

A drivers' meeting takes place before each race. The place and time of the drivers' meeting will be announced by the coordinator of the British HTGT Competition. The participation of the drivers in the drivers' meeting is mandatory. Non-participation can be punished with exclusion from the race.

11. Qualifying training

The qualifying training usually lasts at least 20 minutes per circuit race.

The starting grid for the first race will be based on the results of the last timed qualifying session before the race. If several races are held at an event, the starting grid for the other races will be determined after the finish of the previous race.

If no qualifying training takes place, the starting grid of the first race run will be decided by lot.

12. Qualification

Any driver/team that has entered a race and competes in the respective race is considered qualified for the race.

Riders/teams who have not completed a timed lap in qualifying will start behind the last timed rider/team. The order of several non-timed riders/teams will be decided by lot.

If more drivers/teams have fulfilled the qualifying conditions than are permitted for the respective race track according to the FIA track protocol at the race, the following regulation applies:

The slowest vehicle in the class with the highest number of participants is the first to be eliminated. Secondly

the slowest vehicle of the second strongest class, etc. Classes with less than 6 participants are subject to this rule only after all other classes have been reduced to 6 vehicles. In case of doubt, the decision lies with the series coordinator

13. Race Distance

The race distance is at least 50 km per race. In the case of races lasting more than one hour or longer, a driver change and refuelling is permitted in accordance with the regulation set out in point 14.

14. Races with pit stop

If the organiser of the race does not make any deviating specifications for the process of mandatory stops, driver changes and refuelling as well as the safety regulations applicable thereto, the following regulations apply:

Mandatory stop: In order to take account of the increased safety requirements and their compliance, a mandatory stop with a 60-second standstill must be carried out: The entire mandatory pit stop is therefore made up of the entry time (from the timing line), 60 seconds of standstill and the exit from the pit lane (up to the timing line). Entry and exit times depend on the race track.

The mandatory stop is only permitted in front of the pit building. The time window for the pit stop will be announced in the driver briefing. In the case of longer races, several additional time windows for pit stops may be specified by the announcement.

After the end of the race, the timekeeping system is used to check whether the specified mandatory stop has been carried out in the required length: Falling below the 60-second standing time results in a time penalty of 5 seconds per second.

A driver change can be carried out during the standstill of the mandatory stop. A stop outside the specified time will not be considered a mandatory stop.

If the organiser does not provide for other regulations, refuelling is only permitted in front of the pit and can be carried out during the 60-second standing time of the mandatory stop (see above): The refuelling regulations of the respective route operator must be observed. No work may be carried out on the vehicle during the refuelling process. The vehicle's engine must not run during refueling. The use of compressed air, e.g. for tyre inflation or brake cooling, is also expressly prohibited during the refuelling break.

If canister refuelling is permitted according to the tender, only professional canister material made of steel with combinable tank nozzles may be used.

Funnel refueling is prohibited.

The canister and fuel nozzle unit must be absolutely tight. The gas station attendant and possibly another assistant must be equipped with fireproof suits, at least a driver's suit including a hood and gloves. The refuelling process is completed when the fuel cap is closed and the empty canisters are safely stored. Only then may maintenance work begin.

During the refuelling process, the refuelling must be secured by a person with sufficient extinguishing agent in the immediate vicinity.

In the case of fast refuelling equipment, suitable refill bottles must be used.

Failure to comply with the above regulations will result in a stop-and-go penalty or lead to exclusion from scoring in the event of serious violations.

15. Classification

Class A:	Vehicles with displacement up to 1,600cc; incl. all Sprite, Midget, and Spitfire, Mini, Mini Marcos
Class AK:	Appendix K*) Vehicles with displacement up to 1,600cc; incl. all sprite, midget, and Spitfire, Mini, Mini Marcos
Class B:	Appendix K*) Vehicles with displacement up to 1,600cc: with OHC or "twin" Cam"- Motor
Class C:	Vehicles with displacement over 1,600cc to 1,800cc
Class CK:	Appendix K*) Vehicles with displacement over 1,600cc to 1,800cc
Class D:	Vehicles with displacement over 1,800cc to 2,000cc;
Class DK:	Appendix K*) Vehicles with displacement over 1,800cc to 2,000cc;
Class E:	Vehicles with displacement over 2,000cc to 2,300cc; incl. all TR2 – TR4
Class EK:	Appendix K*) Vehicles with displacement over 2,000cc to 2,300cc; incl. all TR2– TR4
Class F:	Vehicles with displacement over 2,300cc to 3,000cc
Class FK:	Appendix K*) Vehicles with displacement over 2,300cc to 3,000cc
Class G:	Vehicles with displacement over 3,000cc to 3,600cc
Class GK:	Appendix K*) Vehicles with displacement over 3,000cc to 3,600cc
Class H:	Vehicles with displacement over 3,600cc
Class HK:	Appendix K*) Vehicles with displacement over 3,600cc
TU Class:	Appendix K*) Touring cars with displacement under 2,500cc
Class TO:	Appendix K*) Touring cars with displacement over 2,500cc

*) Appendix K to the FIA's International Automobile Sports Act, hereinafter referred to as Appendix K for short

Teams participating in the entire series will have the same race number throughout the season. Guest teams/drivers will receive one free start number of their class per race.

Class merger:

If a class is occupied by less than 3 series participants, it can be merged with another class by the series coordinator at the request of affected drivers/teams. This measure must be made known to all affected participants before the first race event. This regulation applies to the entire season and can only be lifted if the prerequisite for a class merger is no longer met.

It is scored in 2 divisions:

Division 1 = Vehicles according to regulations BC

Division 2 = Vehicles according to Annex K.

16. Scoring

The winner of a race is the participant who crosses the finish line first in the classification. Points are only awarded to the drivers/teams who have completed at least 75% of the race distance covered in the respective race. The points for the British HTGT Competition are scored by the following points:

Each participant who has finished the qualifying training with at least one timed lap will receive 10 points.

The class winner receives 20 points, the second 15, the third 12, the fourth 10, the fifth 8, the sixth 6, the seventh 4, the eighth 3, the ninth 2, the tenth 1 point. If a class is occupied by fewer than five vehicles in the race, the points for the following formula are determined:

$$P = P_K - ((5 - N) \times 0.125 P_K)$$

P = Rating Points

PK = Placement points (20, 15, 12, 10)

N = number of starters in the respective class (series/guest)

Endurance races incl. 1-hour races are scored with double points.

It is scored in 2 divisions:

Division 1 = Vehicles according to regulations BC

Division 2 = Vehicles according to Annex K.

Guest drivers also receive points from the British HTGT Competition, provided that their vehicles comply with the BC regulations or Appendix K, but are scored separately in the classes.

The championship points for the series starters are awarded without taking into account the guest starters. When awarding the points, the participation of guest drivers is taken into account in the number of participants per class.

Guest starters with vehicles that have deviations from the applicable regulations or do not comply with FIA Appendix K can either be classified in their own class or assigned to the existing classes. In this case, they are to be ranked behind the last vehicle in the class that complies with the regulations.

The overall winner (champion) of the respective Division 1 or 2 British HTGT Competition will be the drivers/teams with the highest number of points from the ranked races. All races are included in the overall ranking.

If there is a tie on points between several drivers in the final standings of the British HTGT Competition, the larger number of first, then second and further places of all races held for the British HTGT Competition will decide the final position.

17. Advertisement

The vehicle advertising regulations specified by the coordinator of the racing series must be complied with by every series and guest driver.

Individual advertising on vehicles and driver's clothing is permitted in accordance with the specifications of the series coordinator and the main sponsors. The adhesive instructions must be observed. The interests of the series sponsors and the respective organizers must be taken into account as a matter of priority. The main sponsors of the series, in coordination with the respective organisers, can determine the advertising on the vehicles and the driver's clothing when the advertising media (stickers, patches) are provided. The regulations of the FIA and the sports commission of the ASS must be observed.

Maximum size of advertising stickers: 200cm² circumscribed area per sticker.

18. Protest/Closed Park

The provisions of the FIA's International Sports Law and the National Sports Law of the ASS Sports Commission apply.

The parc fermé regulations of the organizer must be followed. If a parc fermé is ordered after the race, every driver affected by it is obliged to drive his vehicle directly to the parc fermé immediately after the end of the race. It remains there for at least 30 minutes for the purpose of technical inspection. Drivers or helpers are not allowed to make any changes to the vehicle until approval by the race management.

19. Reservations

Drivers participate in the events at their own risk. The organizer reserves the right to make any changes to the tender required by force majeure, security reasons and official orders.

20. Disclaimer

Riders participate in the event at their own risk. You will be solely responsible under civil and criminal law for any damage caused by you or the vehicle you use, unless this excludes liability. By submitting the entry, the applicant and driver declare the waiver of claims of any kind for damages arising in connection with the events, namely against:

- the FIA, the ASS Sports Commission, the member organisations of the ASS Sports Commission, their presidents, bodies, managing directors, general secretaries;
- the ADAC districts;
- the TR-Register Deutschland e.V., its board, its members, the British HTGT Competition im TR-Register Deutschland e.V., its coordinator and the persons in charge of the implementation;
- the companies commissioned to run the British HTGT Competition, their directors, their employees;
- the organisers, the marshals, the racetrack owners;
- authorities, racing services and all other persons associated with the organisation of the events;
- the road construction authority, insofar as damage is caused by the nature of the roads to be used at the events, including accessories, and
- the vicarious agents and vicarious agents of all the aforementioned persons and bodies

except for damages resulting from injury to life, limb or health that are based on an intentional or negligent breach of duty - including by a legal representative or a vicarious agent of the released group of persons - and except for other damages that are based on an intentional or grossly negligent breach of duty - including by a legal representative or a vicarious agent of the released group of persons.

The drivers waive claims of any kind against the other participants (applicants, drivers, passengers), their helpers, the owners, owners of the other vehicles, their own applicant, their own driver(s), passengers (special agreements between applicants, drivers, passengers to the contrary) and their own helpers waive claims of any kind for damages that occur in connection with the racing competition (untimed as well as timed training, warm-up and races) arise, except for damages resulting from injury to life, limb or health that are based on an intentional or negligent breach of duty - including by a legal representative or a vicarious agent of the released group of persons - and except for other damages that are based on an intentional or grossly negligent breach of duty - also by a legal representative or a vicarious agent of the released group of persons.

The disclaimer agreement becomes effective vis-à-vis all parties involved upon submission of the enrolment. The waiver of liability applies to claims based on any legal grounds, including but not limited to claims for damages arising from contractual and non-contractual liability, as well as to claims arising from tort. Implied disclaimers remain unaffected by the above disclaimer clause.

Technical Regulations

1. Foreword

The British HTGT Competition, like its supporting organisation TR-Register Deutschland e.V., is associated with the care and preservation of classic (racing) vehicles. This results in the requirement for the greatest possible historical authenticity and classic appearance of the vehicles used. For the modifications permitted by the regulations, the use of contemporary materials and designs must therefore be observed. The only exceptions to this are the described requirements for accident safety and environmental protection.

2. Vehicles according to British HTGT Competition regulations

Any changes that are not expressly permitted in the following regulations of the British HTGT Competition are prohibited. Permitted changes must not result in unauthorized changes. In cases of doubt, the participant is obliged to provide proof of the vehicle parts in question. The components of the vehicle must retain their original function.

2.1 Dimensions and weights

With driver, the ground clearance must be at least 8 cm. The exhaust system is not to be taken into account here. If oil pans or transmissions protrude under the body in standard condition, they are not to be taken into account in the measurement.

The vehicle weight is determined as follows:

Without a driver, without refilling or draining fuel or other liquid after crossing the finish line. The installation of ballast that is permanently attached to the vehicle is permitted. The permissible minimum weight must not be undercut at any time during the qualifying training or the race.

The homologation sheets are used to determine the vehicle weights. If there is no homologation sheet for a vehicle, the weights from the vehicle catalogues of the manufacturer or importer for Germany are used. The following minimum weights apply:

Homologation weight minus 10% or catalogue weight minus 10% if there is no homologation (see attached table). For vehicles in categories G and H, the minimum weight is the homologation or catalogue weight without deductions.

A weight table of the vehicles permitted in the British HTGT Competition is attached to the Technical Regulations.

2.2 Engine

The engine block and cylinder head of the basic model must be retained. Cylinder head gasket and compression ratio are optional. Planning of the cylinder head is permitted. The processing of the ducts by material acceptance is permitted. The bore of an engine is optional within the limits of the displacement class.

The homologated stroke must not be changed

Valve train and valve size are optional as long as the original system is preserved. The rocker arm ratio is optional, roller-bearing rocker arms are permitted. Connecting rods, pistons, crankshaft and bearings are optional.

2.3 Engine cooling

Fan and cooling system are optional. The original position of the radiator must be preserved. Ventilation openings in the engine compartment are permitted as long as they correspond to contemporary models. In case of doubt, the driver must provide proof of this.

2.4 Fuel/air mixture preparation

Only petrol station petrol may be used. Racing fuel is prohibited. Fuel pump and filter are optional. Air filters and filter housings are also optional. Processing of existing channels by material acceptance is optional.

Mixture preparation is optional, but it must be typical of the period.

Except for Triumph TR8s built in 1980, electronic injection systems are not permitted.

2.5 Exhaust system

The muzzle(s) of the exhaust must (must) be behind the center of the wheelbase. The exhaust tailpipes must not protrude beyond the body and must end under the car floor at a maximum distance of 10 cm from the outer edge of the body.

The exhaust system must be a separate component and be located outside the body and chassis. In addition, the exhaust manifold and exhaust system are optional.

In the case of more than one racing event in Germany, a catalytic converter (in accordance with the DMSB emission regulations) for these races. This requirement does not apply to vehicles listed in Annex K.

The vehicles must comply with the country- or organizer-specific noise regulations.

2.6 Power transmission

The gearbox of the basic model must be retained. The gear ratio is optional, straight gears are allowed. Flywheel and clutch are optional. Limited slip differentials and reinforced drive shafts are permitted.

2.7 Electrical system

The electrical system is exempt - unless limited by safety regulations.

The original or homologated ignition must be retained in proper working order, Breaker contacts may be replaced by electronic components as long as they are not programmable. Knock sensors, crank triggers, etc. are not permitted unless they comply with the period specification.

2.8 Lubrication

The system of lubrication must be maintained. Additional oil coolers are permitted. Existing channels may be processed by material acceptance. Oil pump and oil pan are optional.

2.9 Brake system

A dual-circuit brake system is mandatory. In this case, the brake master cylinder(s) are optional. The brake calipers and brake discs must correspond to the original design of the respective vehicle type. In the case of vehicle types that have been converted from drum brakes to disc brakes on the front axle during their production period, the front axle may be retrofitted with disc brakes. The brake drums of the rear axle are optional, but the original diameter and the width of the friction lining must not be increased.

Brake boosters and balance beams with adjustment devices are permitted. On the rear brakes, the wheel brake cylinders are optional. The material of the brake pads on the front and rear brakes is optional. Ventilation systems are permitted as long as they are typical of the period or correspond to contemporary models.

Specification for TR7/8: A homologated brake system may be used.

2.10 Suspension

The original suspension must be retained. A worm steering system may be exchanged for rack and pinion steering. The track gauge may deviate from the homologated track gauge by up to 2 inches. The wheel camber is optional, wishbones may be shortened to change the camber. The number and type of springs are optional. The material and dimensions of the springs are optional. Lever arm shock absorbers may be replaced by telescopic shock absorbers. Spacers are permitted. Stabilizers, also adjustable, are permitted. The installation of a maximum of two longitudinal struts and a Panhard rod is permitted. Reinforced wheel bearing units on the rear axle are permitted. The original principle of the rear axle design must not be changed.

2.11 Tires and wheels

The tyres are exempt up to a width of 205mm, provided that it is a commercially available high-speed tyre with a vulcanisation tread. The tyres must bear the indication of the height-width ratio in their labelling (e.g. 205/60-HR 15). This must not be less than 50%. Racing tyres are not permitted.

The tyres must be road legal.

The tread of the tyres must be covered by the outer edge of the fender cut-out in a 12-hour position. The internal width of the rim may be a maximum of 6.5 inches. The material and shape of the wheels (wheel bowl and wheel rim) are optional.

Annex K vehicles shall be permitted to use the above tyres

All racing classes of Division 1 of the British HTGT Competition run on Nankang Motorsport tyres. These can be purchased from Racebanden B.V., Moeckenkamp 9, 6994 AX De Steeg www.racebanden.nl.

Guest starters and all racing classes of Division 2 are excluded, but they can also benefit from the offer of the company Racebanden B.V.

2.12 Body and chassis

The bonnet and boot lid must have at least 2 additional locks that can be operated from the outside. The original closures must be rendered invalid or removed. Insulation material, carpets, other interior trim and passenger seat may be removed. Bumpers and trim strips may be removed.

Fender flares are permissible if they can be proven to have been used on identical vehicles in motorsport during the relevant period. The shape and design of the fender flare must correspond to the historical model. The fenders may not protrude more than 10 mm from the wheels in a straight line within the permissible track width at 12 o'clock position. Otherwise, the body, including doors and hoods, must fully correspond to the standard body or another homologated variant in terms of external shape and dimensions. The material of hoods, doors, fenders and hardtop is optional. The doors must have interior panels.

2.13 Windshield and wind deflectors

The windshield must be made of laminated glass. When using aeroscreens or wind deflectors, no windshield wipers are necessary. In addition, Lexan is prescribed as the material of the window panes if no glass is used. But it must be transparent in any case. The material of non-standard discs must have a thickness of at least 3 mm.

2.14 Lines

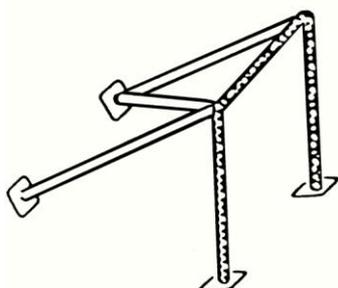
The laying of electrical cables and fluid lines is exempt in compliance with the following provisions:

Fluid lines may run through the interior if they are made of metal or are fully protected by metal, have no connections there and are laid on the vehicle floor. Non-standard, external fuel and brake lines must be protected against stone chips, corrosion, breakage of mechanical parts, etc.

There must be no liquid containers in the passenger compartment with the exception of the fire extinguisher and the windscreen washer container.

2.15 Roll-over device

A roll bar with at least 4 attachment points according to the drawing below is mandatory.



For vehicles over 2,000cc, a roll cage is mandatory.

The provisions of the current Annex J must be observed in this regard.

2.16 Fire extinguishers

All vehicles must be equipped with at least one manual fire extinguisher with a minimum capacity of 2 kg of extinguishing agent (e.g. powder). The installation of a fire extinguishing system is recommended. The provisions of Art. 253.7.3, Annex J must be observed.

2.17 Circuit breaker

A 6-pin circuit breaker is prescribed. Installation and marking must be carried out in accordance with Art. 253.13, Annex J.

2.18 Towing devices

A towing device must be attached to the front and rear of the vehicle, which must be colour-coded and have an inner diameter of min. 60mm and max. 100mm.

2.19 Lighting

All vehicles must have two working red brake lights at the rear and, for rain races, a rear fog light or an FIA-approved rain light. They must also have two working red taillights in the place designated for this purpose by the vehicle manufacturer. A fog light in accordance with Annex J 1993 or Annex K is recommended.

The front headlights must be functional and masked.

2.20 Electrical Equipment

The location of the battery is optional, but it may not be placed in the passenger compartment unless this has been the case as standard. If the battery is installed in the trunk, it must be fixed and secured in accordance with Art. 255.5.8.3, Annex J.

2.21 Fuel tank

Serial tanks must be filled with safety foam in accordance with military specification Mil-B-83054. Other, non-standard fuel tanks must comply with Art. 253.14, Annex J. The use of FT3 tanks is recommended.

The volume of the standard or homologated tank must not be exceeded, but undercut.

2.22 Driver's Seat

The installation of a racing bucket seat is required. A fastening with at least 4 screws of quality M8 "8.8" must be used.

The fastening regulations of Art. 253.16, Annex J must be observed.

2.23 Seat Belt / Arm Straps / Window Nets

At least a 6-point or Y-belt mandatory. The belt must be fastened in accordance with the provisions of Art. 253-6, Appendix J.

For open vehicles, two arm belts are mandatory.

For closed vehicles, an arm belt for the arm on the body side is mandatory. Alternatively, a window net can be used.

The fastening regulations of Art. 253.11, Annex J must be observed.

2.24 Exterior mirrors

An exterior mirror on the left and right is mandatory. The execution is optional. The area per game must be at least 90 cm², with a square of 6 x 6 cm fitting into the mirror surface.

2.25 Oil storage tank

All vehicles with an engine capacity of up to 2 litres must have an oil collection tank with a capacity of at least 2 litres. The minimum capacity for all vehicles with a larger engine capacity is 3 litres. If the vehicle was equipped with a closed block ventilation system as standard, this system or a similar system may continue to be used.

3. Vehicles according to Annex K

For vehicles listed in Appendix K, the provisions of Appendix K to the FIA's International Automobile Sports Act, hereinafter referred to as Appendix K for short, shall apply.

For vehicles according to Annex K, in derogation from the rules of Annex K, tyres of type Avon CR6ZZ or semi-slicks (see chapter Tyres) may be used.

Vehicles that comply with FIA Annex K and have a historic car passport (HTP) are generally permitted for the races.

4. Driver clothing

Driver's suit in accordance with FIA standard 8856-20182, hood, underwear, socks, gloves and driver's shoes in accordance with FIA regulations are mandatory. Helmets in accordance with FIA regulations are mandatory. In all other respects, the FIA regulations on driver clothing (FIA Manual) apply.

The use of a Head and Neck Support (HANS) system or a Head and Neck Restraint System (HNRS) is recommended for drivers of Annex K vehicles and mandatory for drivers of all other vehicles. These systems must be certified either by FIA labels of standard 8858-2002 or 8858-2010 or with a manufacturer's label from Hubbart and Douning Inc. with barcode and serial no. must be marked.

Annex I :

Vehicle weights for vehicles according to BC regulations

Vehicle	Homologations Number	Homologation weight [kg]	Minimum weight [kg]
Triumph Spitfire MK I	94, 165	675	608
Triumph Spitfire MK II	530	702	632
Triumph Spitfire MK III	561	712	641
Triumph Spitfire MK IV	3054	734	661
Triumph GT 6 MK I	553	844	760
Triumph GT 6 MK II	605	871	784
Triumph GT 6 MK III	3055	878	790
Triumph TR 2	-	838* (catalogue)	754*
Triumph TR 3	-	918 (catalogue)	826
Triumph TR 3A	-	918 (catalogue)	826
Triumph TR 3B	-	918 (catalogue)	826
Triumph TR 4	61, 98, 99, 133	946	851
Triumph TR 4A	528, 529	946	851
Triumph TR 5	576	984	886
Triumph TR 250	575	984	886
Triumph TR 6	3010	1053	948
Triumph TR 7	3071	950	855
Triumph Leyland TR 8	654	1005	1005
Triumph Dolomite Sprint	5542	970	873
MG Midget MK I	44	is not available	is not available
MG Midget MK II	162	578	520
MG Midget MK III	3014	is not available	is not available
MG Midget MK IV	-	is not available	is not available
MG A	29	914	823
MG B until 1965	72	830	747
MG B	508, 3016	908	817
MG B GT	504, 560, 3017	1029	926
MG B GT V8	3063	1107	1107
MG C	589	926	833
AH Sprite MK I	47	575	518
AH Sprite MK II	-	660	594
Milestones 1600 GT	-	720	648
Morgan 4/4	175	643	579
Morgan +4	-	703	633
Morgan +8	-	828	828
TVR Grantura 1800S	237	798	718,5
TVR 2500 / 2500M		889 / 980	800 / 882
TVR 3000	-	1050 (Catalogue)	945
TVR Tuscan V6/R6	-	907 (Catalogue)	816
Gilbern GT	205	820	738
Austin Healey 3000	25, 57	1092, 1033	983, 930

*for less than 2L displacement. Above 2L displacement, the weight of the TR3a applies

Annex II :

List of track widths permitted in the BC for vehicles according to TC regulations

Vehicle:	Permissible track width	Permissible track width	Measuring point:
Triumph Spitfire MK I			
Triumph Spitfire MK II			
Triumph Spitfire MK III	1296,2	1270,8	Footprint
Triumph Spitfire MK IV	1296,2	1321,6	Footprint
Triumph GT 6 MK I			
Triumph GT 6 MK II			
Triumph GT 6 MK III			
Triumph TR2	1276,25	1263,25	Footprint
Triumph TR3	1276,25	1263,25	Footprint
Triumph TR3A	1276,25	1263,25	Footprint
Triumph TR4	1320,8	1300,8	Footprint
Triumph TR4A	1333,15	1321,15	Footprint
Triumph TR5	1333,15	1321,15	Footprint
Triumph TR250	1333,15	1321,15	Footprint
Triumph TR6	1333,15	1321,15	Footprint
Triumph TR7	1459,8	1454,8	Footprint
Triumph TR8	1459,8	1454,8	Footprint
Triumph Dolomite Sprint	1406,8	1340,8	Footprint
MG Midget MK I			
MG Midget MK II			
MG Midget MK III			
MG Midget MK IV			
MG A			
MG B until 1965			
MG B			
MG B GT			
MG B GT V8	1295,4	1301,8	Footprint
MG C			
AH Sprite MK I			
AH Sprite MK II			
Milestones 1600 GT	1370,8	1380,8	
Morgan 4/4			
Morgan +4			
Morgan+8 -`73	1269,8	1320,8	Footprint
Morgan+8 -`81	1370,8	1400,8	Footprint
TVR Grantura 1800S	1334,3	1359,7	Footprint
TVR 2500 / 2500M	1396,8	1421,8	Footprint
TVR 3000M	1415,8	1415,8	Footprint
TVR Tuscan V6/R6	1396,8	1421,8	Footprint
Gilbern GT	1300,8	1300,8	Footprint
Austin Healey 3000	1289,0	1320,8	Footprint
Lotus Elan	1240,8 / tbd / 1246,8	1280,8 / tbd / 1245,8	Footprint

Further data will be added later

Appendix III: Race

calendar

Date	Event	Stretch	Land	Evaluation
24.- 26.04.2026	Summer Classic	Spa Francorchamps	B	Championship
24.-25.05.2025	Brands Britannia	Brands Hatch	UK	Championship
26.-27.06.2025	Supercar Madness	Attic	B	Championship
29.-30.08.2025	Truck Prix & NASCAR 2025	Most	CZ	Championship
19.-20.09.2025	???	Ring of the Rhine	F	Championship
10.-11.10.2025	Meeting Caterham Series	Magny Cours	F	Championship