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Event: Bahrain Touring Car Challenge (BTCC) 2024/2025

Subject: BTCC 2024-25 – Bulletin 1

The following amendments to the “Bahrain Touring Car Challenge (BTCC) 2024/2025” Technical Regulations are to take immediate effect and are approved by the National Sporting Commission of the Bahrain Motor Federation.

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6.3.1. Body panels (front/rear fenders, front/rear bumpers, bonnet, door(s) ~~door outer shell~~, and boot lid) may be replaced with aftermarket parts while maintaining Standard mounting points for the model being raced. Replacement parts may be manufactured from non-metallic material such as plastic, fiber glass, or carbon fiber.

14.4. The maximum permitted “tire width” (as listed on the tire’s profile) is based on weight as per the table below. The complete wheel with tire installed inflated to a pressure of 30psi must not exceed the “allowed width tolerance”.

Competition Weight	<u>Maximum</u> Tire Width	<u>Max.</u> Allowed Width Tolerance (mm)
1,250kg or less	245	250mm
1,251kg – 1,350kg	255	260mm
1,351kg – 1,450kg	265	270mm
1,451kg – 1,500kg	275	280mm
1,501kg – 1,650kg	285	290mm
1,651kg and above	295	300mm

22. Data Logging

22.1. The Organizer shall provide Competitors with a Data Logger that will be set up to connect to the car’s ECU to monitor specific data channels and determine actual WHP during practice, qualifying, and race sessions.

- 22.2.** ~~The Competitor's choice of ECU is free.~~ The choice of ECU is free, but it must include a direct CAN interface to the Organizer's Data Logger. The make & and model of the ECU must be declared during the Championship registration process and is subject to approval of the Organizer to ensure compatibility and proper setup with the Data Logger.
- 22.3.** Competitors are required to provide the necessary cable/wire termination points from the ECU to the unit in addition to a power supply. Connectors and wiring diagrams will be shared by the Event Organizers.
- 22.4.** The logger unit must be connected to the vehicle to gather data which will then be used to determine the vehicle WHP.
- 22.5.** Tampering with the logger unit is strictly forbidden. Under no circumstances should the Competitor or any other person tamper with the Data Logging unit.
- 22.6.** Before the start of each practice, qualifying, or race session, it is the responsibility of the Competitor to ensure that the logger is operational. This can be done through visual verification of the Data Logger's indicator lights/screen. In case of any uncertainty or irregularity, Competitors must inform the Technical Delegate prior to exiting pitlane.
- 22.7.** A technical directive/Bulletin on installation and use of the Data Logger shall be issued separately.