

BTCC – NGTC UPDATE

We confirm that both front and rear wheel drive formats will be permitted under the 2011+ NGTC technical regulations – either of which must be in accordance with the drivetrain used in the base vehicle, as current. The relative base weights of each drivetrain format will, of course, be determined in due course.

We also confirm that the regulations (as were originally envisaged) will adopt the use of front & rear sub-frames, incorporating double wishbone suspension front and rear, for ease of manufacture and maintenance.

Design and Development;

We are pleased to advise that we have appointed GPR Motorsport* to carry out the full design, validation, prototype manufacture and testing program. GPR will be the nominated supplier of the suspension subframes and associated assembly components. We have also appointed the following major control component suppliers as our Technical Partners: Xtrac, AP Racing and Cosworth Electronics.

GPR will undertake the full detailed design for both FWD and RWD drivetrain layouts, under exclusive contract to TOCA and in conjunction with the contracted component suppliers. Design will be carried out on CAD, supported by a physical vehicle buck, to validate component designs and system packaging.

A technical working group comprising representatives of the teams, suppliers, GPR and TOCA will meet regularly at GPR to provide input throughout the design process.

A vehicle-set of FWD components will then be manufactured and built into a prototype NGTC car fitted with systems from the chosen TOCA-NGTC suppliers. A comprehensive track-testing program will be performed to validate the designs and demonstrate the reliability and performance of the systems from the TOCA-NGTC suppliers. The car will also take part in the official BTCC practice sessions at the Brands Hatch final round.

At the conclusion of the design/development/testing process, early October 2010, NGTC teams will then be provided with a complete manual (both hard copy and CD) that will include;

- All assembly drawings
- Servicing and maintenance guidelines
- Torque settings
- Bill of materials - complete with part numbers, descriptions, prices and ordering details.

In essence, this will provide teams with the drawings and data required to more easily design and/or build their own cars around the mandated component assemblies.

GPR will provide full ongoing support to the NGTC teams in the form of packaging data, mock-up suspension assemblies, chassis engineering and manufacturing work (if required).

In addition, NGTC teams can send engineers and technicians to GPR for an introductory seminar that will give an overview of the suspension systems, and the setup and maintenance of these.

GPR will provide a dedicated resource to support NGTC teams with ordering and technical enquiries. These will be supported via e-mail and phone. As well, teams will be able to visit GPR's facility for face-to-face support. GPR will hold sufficient stock of suspension components, sub assemblies and assemblies at their premises.

GPR will support competitors at all 10 BTCC rounds and 4 official test days during each BTCC season with component and assembly supply, sales and technical assistance. GPR will hold sufficient stock of the suspension components, sub-frames and assemblies at each event.

Design updates will be communicated via technical notifications to all teams. These will include a description of the change, part number revision, pricing, obsolescence details where appropriate and availability.

At the culmination of the development process will be a comprehensive design package of the component assemblies around which each team will be able to build, individualize and develop their chosen car – or contract another party to build for them - thus saving each team a great deal of time and expense in the design and build of their NGTC car.

Importantly, no funding is required from the teams for this design, development and testing program. These costs are borne between TOCA, GPR and the major component suppliers.

The price of a complete car, ready to race, remains on target at £100,000 (less engine) - although this could shift by up to 5-10% depending on the final specification/components chosen by individual teams.

**GPR Motorsport is a motorsport engineering and manufacturing company, headed by Gary Blackham and Roger King, based near Buckingham. It has a wealth of experience in Touring Car racing, both with manufacturer and independent teams in the BTCC and other Touring Car series such as SCCA. This experience has been gained with teams including Audi, Ford, TWR, BMW and Vauxhall. GPR has extensive experience in the design and manufacture of complex frame and suspension systems, as demonstrated in recent projects such as the Jaguar GT3, JCB land speed record vehicle and Peugeot XVR8. In-house capabilities include CAD design, engineering, machining, fabrication, manufacturing, vehicle assembly, vehicle set-up and testing.*

Based on the established dimensions and specifications, below is a visual rendition of a car designed to the BTCC-NGTC regulations.

