



2011 GT CUP CHAMPIONSHIP - SPORTING & TECHNICAL REGULATIONS

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2011 GT CUP CHAMPIONSHIP - SPORTING & TECHNICAL REGULATIONS

1. SPORTING REGULATIONS - GENERAL**1.1 Title & Jurisdiction:**

The GT Cup Championship is organised and administered by MotorSport Vision Racing (MSVR) and promoted by Bute Motorsport in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

MSA Championship Permit No. **CH2011/R103**

Race Status: **Nat B**

MSA Championship Grade: **C**

1.2 Officials:

1.2.1 Co-ordinator: Hannah Wilson

1.2.2 Licenced Eligibility Scrutineer: Chris Mount

1.2.3 Championship Stewards: Mike Dixon, Rick Smith, Bill Shewan, Mike Penn
Any three of the above may reach a decision.

1.2.4 Clerk of the Course: David Scott

1.2.5 Championship Technical Coordinator: Andy Dawson

1.3 Competitor Eligibility:

1.3.1 Entrants must be full members of MSVR and be in possession of a valid 2011 MSA Entrants Licence. Membership of MSVR is granted on entry to any event.

1.3.2 Drivers and Entrant/Drivers must be members of MSVR, be Registered for the Championship and be in possession of valid Competition (Racing) National A STATUS (minimum) Licence
Or, be in possession of a valid Licence (featuring an E.U. flag) and medical, issued by the ASN of a member country of the European Union.

1.3.3 Entry into the GT Cup will be by invitation of the organisers following full consideration of any Registration Form sent by post, email, or submitted via the online registration site to Bute Motorsport at their address given in Section 6.

The GT Cup is designed for drivers who, in the Organisers opinion may be considered to be Sportsman or Sportswoman racing drivers and are not considered to be a professional racing driver who derives any portion of their living from the sport. The organisers shall have final say over who is allowed to enter the GT Cup. Drivers who may have had a professional racing career and are aged 65 or over may be allowed an entry subject to permission being given by the Championship Organiser.

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

1.3.5 Please note that that in the context of these regulations a 'competitor' has the same standing as an 'entrant'.

(See Appendix 6.2)

1.4 Registration:

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- 1.4.1 An Entrant in the GT Cup may be either an individual driver or team. Team entrants must hold a valid MSA Entrants license and elect a Manager to act on behalf of the team and notify the managers name on the Registration form. (See Appendix 6.1). Team entries may only have two drivers and the same two drivers or one of them must drive at every round the team contests in the Championship. No new drivers will be permitted into a team without express prior permission of the Organisers.

All competitors must register for the GT Cup Championship by returning the Registration Form with the Registration Fee to the organisers prior to the Final Closing date for the first round being entered. The organisers reserve the right to accept registrations after this date. Acceptance of registration and the terms thereof is at the discretion of the Championship Organisers.

Such registration will only be complete when written acceptance is issued by the organisers. Registration does not guarantee entry to all races and a separate Race Entry Form and fee must be submitted for any race that the registered competitor wishes to participate in (for race entry procedure see section 3.1). Grid slots including reserves will be allocated on a "First Received" basis where the entry form is accepted and full payment made..

Registrations for the GT Cup Championship should be received a minimum of 14 days prior to the event entered. The championship organisers reserve the right to allow a competitor to take part in the race if the registration is received after this date up until noon of the Thursday prior to the event. In this event the competitor may not score championship points at that event, but may win a trophy. The entry of the car, if accepted by the technical scrutineer, will count towards Group numbers. Competitors entering less than 14 days prior to the event may not appear in the official programme.

It should be noted that any Technical documentation (see section 5.4.3) for a vehicle racing in the championship must be received by the Championship Coordinator a full 14 days prior to the first race being entered in order to be eligible to score points. In the event that a required document is not received within the 14 days required for registration to the championship, the organisers reserve the right to decide if the car may take part in the race or not. If permitted to race, the car and the driver will not be eligible to score championship points but may, if deemed appropriate by the championship organisers, count towards class numbers and receive an award. In the event that the championship organisers have reasonable doubt as to the eligibility of the vehicle, permission to race may be refused, or the car may be placed into an invitation group and will not count towards class numbers and may not be eligible for an award.

Competitors entering the first round and wishing to score championship points should submit the required Technical Documentation to the championship coordinator **one full month** prior to the first event.

Entries to the final two rounds of the 2011 GT Cup championship are subject to the conditions set out in 1.6.7 of these regulations.

- 1.4.2 The Registration Fee is £450+VAT if received before 1 February 2011 and £500+VAT thereafter. Anyone entering the penultimate and final round only, in preparation for a full entry in the next year, may pay Registration of £150. Payment can be made by cheque or bank transfer or any other means notified by Bute Motorsport whose bank details can be found in Section 6.1. Completed forms and payment if being made by cheque should be sent to: - Bute Motorsport at the address shown in Section 6.1. No refund will be available should the registered competitor not take part in a GT Cup race.
- 1.4.3 Registrations will be accepted from 1ST December 2011 until the closing date for entries of the final round of the championship.

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- 1.4.4 Permanent Competition numbers for the GT Cup will be appointed and supplied by the championship organisers. Number backgrounds and race numbers will be supplied by Bute Motorsport and must not be altered in any way. Competitors are responsible for ensuring the appropriate race numbers and backgrounds are attached to their vehicle. Competitors will be issued with at least one full set of championship decals by the championship organisers, but may be required to purchase replacements if more than three replacement sets are required. Numbers one to ten will be reserved all year and issued to drivers who finished the previous season in the top ten Championship overall points table. The number issued will correlate to their position in the top ten at the end of the season.

1.5 Championship Rounds:

The GT Cup will be contested over 9 scheduled Rounds and 18 races as follows:

| Date: | Circuit: | Organising Club: | Races: |
|---------------------|----------------------|------------------|--------|
| 16/17 April | Silverstone Arena GP | MSVR | 2 |
| 14 May | Oulton Park Int | MSVR | 2 |
| 4/5 June | Brands Hatch GP | MSVR | 2 |
| 25/26 June | Snetterton 300 | MSVR | 2 |
| 16/17 July | Brands Hatch Indy | MSVR | 2 |
| 20/21 August | Donington Park | MSVR | 2 |
| 10/11 September | Anglesey Int | MSVR | 2 |
| 30 Sept/1-2 October | Spa Francorchamps | RAC Spa | 2 |
| 15/16 October | Snetterton 300 | MSVR | 2 |

No refund of any part of the entry fee will be returned if due to Force Majeure the duration of any track time is shortened or deleted from that publicised. The Organisers reserve the right to make changes to the calendar in the event of unforeseen circumstances. Any such change will be notified by official Bulletin to all registered competitors.

In the event of Force Majeure, the Championship Organisers reserve the right to reduce the total number of Championship rounds in accordance with D.11.1.

- 1.5.1 There is no test ban in operation in this championship and competitors are free to test at any circuit subject to availability. The championship co-ordinator will assist competitors with information on available test days close to the race but it is the competitor's responsibility to contact the circuit and book testing independently of the championship organisers. Whilst every effort will be made to ensure that testing will be available for competitors at all circuits, this may not always be possible and the championship organisers bear no responsibility for a lack of availability.

1.6 Scoring:

- 1.6.1 Points will be awarded to Competitors listed as classified finishers in the Final Results as follows:-

In each championship Group:

1st - 20, 2nd - 18, 3rd - 16, 4th - 15, 5th - 14, 6th - 13, 7th - 12, 8th - 11, 9th - 10, 10th - 9, 11th - 8, 12th - 7, 13th - 6, 14th - 5, 15th - 4, 16th - 3, 17th - 2, 18th - 1.

One bonus point for each starter in group, up to a maximum of 10 points, will be awarded to each finisher in group and added to the finishing position score.

For clarification, a "starter" is any car that complies with MSA Regulation Q 12.7.

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The competitor setting the fastest lap in each championship Group in each race will score one (1) additional point.

A bonus of 10 points will be awarded to every competitor entering the overseas round and starting at least one of the races.

A bonus of 10 points will be awarded to every competitor entering the last round and starting at least one of the races.

Please refer to 5.2.4 regarding competitors in the Invitation Group.

Only competitors holding an MSA or MSI licence or a licence bearing an EU flag is entitled to score points.

- 1.6.2 The totals from all the points scoring races in the 2011 GT Cup Championship will determine total Championship points less three scores.
- 1.6.3 A driver excluded from the results of the race by the Clerk of the Course may not drop the resultant zero score from his total championship score.
- 1.6.4 Ties shall be resolved using the formula in the 2011 MSA Yearbook W.1.3.4.
- 1.6.5 It is permitted for a team or a group of drivers sharing a car to accumulate the points for that vehicle over the season provided that they enter the championship as an entrant and not as a solo entrant/driver. In this case the team concerned must possess and show their fully paid up and current MSA Entrant's licence when the driver signs on for the event.

[Any driver entering a race as part of a team entry must comply with the driver rules \(see section 1.3.3\) and be approved by the Championship Organisers who have the ultimate right of refusal of any team driver.](#)

- 1.6.6 Race Groups: Competitors will be appointed to a group upon registration (i.e. which Race Group they are entered). The Championship Organiser reserves the right to reclassify a car to the Race Group the Championship Organiser may consider most appropriate to the cars performance if it is felt necessary to maintain close racing at any time.

Invitation Group: The championship organisers reserve the right to introduce an Invitation Group. This may include vehicles which are being assessed for potential full Championship Registration or have failed to submit properly completed Technical Declaration forms and / or technical information data within the time period specified. Cars who do not qualify for eligibility in the Championship under these regulations may, at the discretion of the Championship Organiser, only enter one other Championship round unless otherwise agreed by the Championship Organiser. For the avoidance of doubt competitors in the Invitation Group are not required to register for the Championship and do NOT score championship points. Competitors in the Invitation Group will be charged an administration fee of £125 + VAT per race in addition to race entry. Refer also to 1.3 of these regulations.

It will be expected that any vehicle wishing to race regularly in the GT Cup Championship will modify their race car as necessary in order to conform to championship regulations and therefore become a full Championship entrant.

- 1.6.7 Should a driver change cars during the course of the season, points may be carried over to the new car provided that car runs in the same group. A new set of points may be built up for drivers changing into a different group.

In the event that the Organisers *require* a car to move to a different Group, Championship points may be carried over at the discretion of the Championship Organiser.

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Only in exceptional circumstances and at the sole discretion of the Championship Organiser if a competitor changes to a car in a different group, may points be moved between groups.

1.6.8 Competitors will not be entitled to score Championship Points if they only participate in the 2011 GT Cup Championship in the last round or the penultimate round (or both). These cars WILL count towards total Group number of starters as set out in 1.6.1. These competitors will be required to register for the Championship and will be subject to a registration fee as outlined in 1.4.2.

1.6.9 In considering whether to permit any car to race the Championship Organiser reserves the right to take into account, at any point during the season, its appearance and the standard of its presentation (including its interior).

1.7 Awards:

1.7.1 All Trophies are to be provided by Bute Motorsport and Garlands and Champagne by MSVR* (*except Spa) and winners caps by Pirelli. Winners caps must be worn on the podium and whilst being interviewed.

1.7.2 Per Round: Award for 1st, 2nd, 3rd in each championship Group. Garland for 1st in each Group

1.7.3 Championship: 1st, 2nd, 3rd in championship and 1st in each championship Group.

1.7.4 Bonuses:

Per Round: The championship organisers reserve the right to add any additional trophies and awards as they see fit.

Championship: The championship organisers reserve the right to add any additional trophies and awards as they see fit.

1.7.5 Presentations:

Garlands and Champagne are to be provided for presentation at the end of each race and Awards at an end of the meeting presentation ceremony. Podium presentations after each race will be for the driver of the car that wins each Group in that race. The winner of the Invitation Group will not go to the podium unless they are the outright winner of the race when they will share the top step with the winner of Group 1. All competitors are requested to attend the championship awards presentations in the championship race centre 30 mins after the finish of the last GT Cup race of the event.

1.7.6 Entertainment Tax Liability.

In accordance with current government legislation, the promoter is legally obliged to withhold tax at the basic rate on all payments to non-UK resident 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, the [*] 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:- The Inland Revenue, Foreign Entertainers Unit, Centre for Non-Residents, St John's House, Merton Road, Merseyside L69 9BB. Tel: 0151 472 6488 F 0151 472 6483.

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1.7.7 Title to all Awards:

In the event of any Provisional Results or Championship Tables being revised after any provisional presentations and such revisions affect the distribution of any awards the Competitors concerned must return such awards to Bute Motorsport in good condition within 7 days.

2. SPORTING REGULATIONS - JUDICIAL PROCEDURES

2.1 **Rounds:** In accordance with Section C of the 2011 MSA Yearbook and these regulations.

2.2 **Championship:** In accordance with Section C of the 2011 MSA Yearbook and these regulations.

3. SPORTING REGULATIONS - CHAMPIONSHIP RACE MEETINGS & RACE PROCEDURES**3.1 Race Entries:**

3.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry dates. The closing date for entries is 14 days prior to the event and any entry received after this will be deemed a late entry. The organisers reserve the right to accept entries to the event after the closing date and before noon of the Thursday prior to the event. Accepted late entries carry an additional supplement of £50+VAT over and above the normal fee.

3.1.2 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.

3.1.3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the organisers in writing. If Driver/Vehicle changes are made after publication of Entry Lists with Final Instructions the Competitor concerned must apply for approval of acceptance by the Stewards of the Meeting BEFORE Signing-On.

3.1.4 Reserves are to be nominated on the Final List of Entries published with Final Instructions or Amendment Sheet Bulletins. All Reserves will practice and replace withdrawn or retired entries in Reserve Number order irrespective of Group. 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 Pitlane and be released to start the race after the last car to take the start has passed the startline or pitlane exit, whichever is the later. Such approval to start MUST be obtained from the Clerk of the Course.

3.1.5 The organisers reserve the right to accept entries from cars which do not conform to the championship regulations at their discretion. Such cars may be restricted at the discretion of the Eligibility Scrutineer and would race under an invitation Group for assessment purposes. Such entrants will not be eligible to score championship points and will NOT count towards championship Group numbers. Entries from competitors taking part in championship registered vehicles will receive priority over any Invitation Group entrant provided the entry from the registered competitor is received at least 30 days prior to the event.

3.2 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 which will usually be held in the championship race-centre unless another location is notified to competitors.

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3.3 Practice:

- 3.3.1 The minimum period of practice is to be as specified in the MSA Regulations in respect of circuit lengths.

Should any Practice Session be disrupted the Clerk of the Course shall not be obliged to resume the session or re-run sessions to achieve the championship criteria and the decision of the Clerk of the Course shall be final.

3.4 Qualification:

- 3.4.1 Each driver should complete a minimum of 3 laps practice in the car to be raced and in the correct session in order to qualify for selection and order of precedence as set out in the MSA Regulations Q 4.5. The Clerk of the Course and/or Stewards of the Meeting shall have the right to exclude any driver whose practice times or driving are considered to be unsatisfactory - as per MSA Regulation Q 4.5.
- 3.4.2 The Clerk of the Course shall have the right to allow a driver who has not taken part in official qualifying, but who has taken part in the official practice session, to compete in the championship race.
- 3.4.3 Starting grid – the starting grids will be in accordance with the circuit track licence.
The grid for Race ONE will be established by the fastest lap time in qualifying.
The grid for Race TWO will be established by the second fastest lap time in qualifying.

In the event of adverse conditions which result in a grid where cars from a lower Group have qualified ahead of cars from a faster Group, particularly where this results in a Group 2 or 3 car qualifying on the front two rows of the grid, at the discretion of the Clerk of the Course an alternative method for establishing grid positions may be implemented.

3.5 Races:

- 3.5.1 The standard minimum scheduled distance shall be 25 minutes whenever practicable but should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the Meeting it shall still count as a full points scoring round. No last-lap board will be shown to competitors by officials.

3.6 Starts:

- 3.6.1 All race start countdowns are to have a minimum elapsed period of 3 minutes from the time all cars are released to form up on the grid to the start of the Green flag Lap(s) in the formation as specified on the Track Licence for each circuit.
- 3.6.2 The minimum Countdown procedures/audible warnings sequence shall be:-

All starts will be Rolling Starts:-

1 minute to start of Pace Lap - Start Engines/Clear Grid.
30 Seconds - Visible and audible warning for start of Pace Lap.
- 3.6.3 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.
- 3.6.4 Any cars removed from the grid after the 1 minute stage or driven into pits on Green Flag lap shall be held in the pitlane and may start the race after the last car to take the start from the grid has passed the startline or pitlane exit, whichever is the later.
- 3.6.5 Any drivers unable to start the Pace lap are required to indicate their situation as per MSA Regulation Q 12.13.2 and any drivers unable to maintain grid positions on the pace lap MUST drop to the back of the grid. All other cars must maintain their original grid positions and not close any gaps.

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3.6.6 The Pace car will pull off at the end of the pace lap. The cars will continue on their own with the pole position leading at a minimum speed of 70 kph and a maximum of 90 kph. A judge of fact may monitor the speed of the car in pole position by radar. Any divergence between the prescribed speeds (70/90 kph) before the start is given may result in a stop and go penalty. During the formation lap the red light will be on. No car may overtake another one before the starting signal is given. In the event that the starting lights fail the Starter will revert to using the National Flag.

3.6.7 The organisers reserve the right to employ an alternative starting procedure.

3.7 Race Stops

3.7.1 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 starting grid area which will automatically become a Parc Ferme area.

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.

3.7.2 Case A - Less than two laps completed by Race leader.

The Race will be 'no contest'. The race will restart from the original grid positions. Competitors unable to take the restart may be replaced by reserves who will start from the back of the grid in reserve order. Gaps on the grid should not be closed up. The length of the restarted race will be determined by the Clerk of the Course.

3.7.3 Case B - More than two laps completed by Race Leader but less than 75%

The Race will restart from a grid set out by the finishing order of part one, (as per Q 5.4.3). The result of the race will be the finishing order at the end of part 2. The length of the restarted race will be determined by the Clerk of the Course.

3.7.4 If the leader has completed more than 75% of the race distance or duration it shall not be re-started and the results will be declared in accordance with MSA Regulation Q 5.4.3, unless the Clerk of the Course, in consultation with the Stewards deem it appropriate to restart the race.

3.8 Re-Scrutiny:

All vehicles reported involved in contact incidents during races or practice must be re-presented to the Scrutineers before continuing in the races or practice.

3.9 Pits & Pitlane Safety:

3.9.1 Pits. Entrants must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.

3.9.2 Pit lane: 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 drive at minimum speeds in pit lanes in accordance with 3.9.4.

3.9.3 Refuelling: May only be carried out in accordance with the MSA Q13 Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.

3.9.4 Speed Limit Pit Lane Speed Limit will be 60 km/h.

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3.10 Race finishes:

After taking the Chequered Flag drivers are required to: Progressively and safely slow down, remain behind any competitors ahead of them, return to the Pit Lane Entrance/Paddock Entrance as instructed, comply with any directions given by Marshals or Officials and to keep the helmets on and harnesses done up while on the circuit or in the pitlane.

3.11 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.

3.12 Timing Modules:

3.12.1 All competitors will be required to supply and fit an Electronic Self Identification Module (Transponder) to their car for the purposes of accurate timing. The type is AMB TranX 260 either direct powered or battery transponder. These are available from TSL-Timing. It will be the responsibility of the competitor to fit these in the car in the position and manner specified. The Modules must be in place and functioning correctly for all Championship qualifying practice sessions and races. The setting and servicing of these items must only be carried out by properly authorised MSA licensed Timekeepers.

3.12.2 Any competitor who fails to fit a transponder to their car may not necessarily be timed by the official timekeepers for the event, at their discretion. In such a case, the competitor may start the race from the back of the grid but also may not necessarily feature on the results of the race, irrespective of their finishing position.

3.12.3 Competitors may not place electronic timing equipment within five metres of the official Start, Finish or any other official timing lines at any event or test session/day. Any such equipment placed within these zones will be removed.

3.13 In-Car Camera:

3.13.1 All competitors in the GT Cup Championship will be required to carry an on board in car camera for the primary purpose of safety. Footage from the cameras may be used where there is an incident which is subsequently brought before the Clerk of the Course for investigation. The decision to review any such video footage is at the discretion of the Clerk of the Course, the Stewards of the Meeting or the Championship Stewards.

3.13.2 It is the competitor's sole responsibility to ensure safe installation and effective operation of the camera equipment. The camera must be mounted and be angled so as to give a good forward view of the circuit. Where possible this should include the steering wheel in the furthest edge of the screen and showing as much of the passenger side portion of the screen as possible.

3.13.3 Registered competitors will be loaned a camera by the organiser. It will remain the property of the organiser at all times. A deposit is required for the camera and its equipment which will be refunded once the equipment is returned in good working order. If the camera or its equipment is lost, stolen, damaged or broken whilst being loaned the deposit will be forfeit. Competitors may supply their own camera which must be the same specification and record onto easily removable SD cards. If equipment other than that supplied by the organiser is used the same conditions apply as for equipment supplied by the organiser.

3.13.4 Footage may not be reviewed by the competitor until the time for Protests has elapsed. Failure to comply may result in the sanctions provided for in '5' below.

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- 3.13.5 In the event that no data is available on request (other than due to a proven defect with the equipment) sanctions may be applied. The burden of proof to establish the cause of such failure will lie with the competitor.

These may include but are not limited to:

A fine of up to £775
Exclusion.

The Clerk of the Course may also refer the matter to the Championship or Series Stewards for further sanctions which could include, but are not limited, to loss of Championship points..

- 3.13.6 At all times cameras must be fitted in accordance with MSA Regulations and be approved by the Chief Scrutineer in accordance with J.5.20.5

3.14 Operation of Safety Car

- 3.14.1 The Safety Car will be brought into operation and run in accordance with Section Q, Appendix 2 of the MSA General Regulations. The Safety Car may be used in practice, qualifying and the race.

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4. CHAMPIONSHIP RACE PENALTIES:**4.1 Infringements of Technical Regulations:****4.1.1** Arising from post practice Scrutineering or Judicial Action:

Minimum Penalty: The provisions of MSA Regulations: C 3.3.

4.1.2 Arising from post race Scrutineering or Judicial Action:

Minimum Penalty: The provisions of MSA Regulations: C 3.5.1(a) & (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 C 3.5.1(c)

4.2 Infringements of non-technical MSA Regulations and the Sporting Regulations issued for the Championship:

As per 2011 MSA Judicial Procedure Regulations.

4.2.1 The Clerk of the Course has the option to impose Stop and Go or Drive Through penalties in accordance with Q 12.6.**4.2.2** The Clerk of the Course has the option to impose a penalty of up to 10 grid places at the next race/s of the Championship.**4.2.3** Competitors who bring the Championship, MSVR or Bute Motorsport or any of its sponsors and suppliers into disrepute through either on or off track behaviour or verbal statements may be refused entry to the following or any number of subsequent events at the discretion of the Championship Organisers.

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5. TECHNICAL REGULATIONS:

5.1 Introduction

The following Technical Regulations are set out in accordance with the MSA specified format and it should be clearly understood that if the following texts do not clearly specify that you can do it you should work on the principle that you cannot.

5.2 GENERAL DESCRIPTION

5.2.1 The GT Cup is open to all cars which can be described as GT as per MSA 2011 Yearbook terminology with the exception that some cars may not have doors (for example KTM X-Bow and Lotus 211). All cars must be approved by the organisers who have the ultimate right of refusal of any car. In considering whether a vehicle will be accepted the state of modification and prior proven performance of the vehicle and/or car/driver combination will be considered. Specifically excluded will be sports racing cars (e.g. Lola etc.) and highly modified GT Specials who can not comply with these regulations.

5.2.1a Cars must be declared by the entrant on the Technical Declaration (see section 5.4.3) form, to fit within one of three categories:

i) Fully Homologated (FH) The car being entered must comply fully with its homologation specification
ii) Modified Homologated (MH) The car being entered may be based on an homologated car but have modifications. Any variance in technical specification from its homologation specification must be declared.

iii) Un-Homologated (UH) This is for race cars which do not have an homologation or manufacturer detailed technical specification.

For the avoidance of doubt, the above categories shall apply to each Race Group.

N.B. Please see section 6.4.1 for an explanatory note regarding what 'homologated' means

5.2.2 For Championship points to be awarded the category declared in 5.2.1a must be agreed by the organiser and appropriate documentation supplied relating to the proposed car being entered, with photographs where requested. Such documentation **MUST** be submitted with each new entry as required by the Championship Organiser.

5.2.3 Any vehicles affected by any changes made by the organisers will be notified at the earliest opportunity. The Championship Organiser reserves the right to adjust car specification including power and weight specifications in the interest of equalizing competitiveness between models at any time during the championship.

5.3 SAFETY REQUIREMENTS:

For championship rounds in the United Kingdom, cars and drivers' equipment are subject to the provisions of MSA Regulations Section K - Safety Criteria - as an absolute minimum. It should be borne in mind that at all times the safety of the driver is paramount. All cars **must** comply with the following, K 1.6.1 – K 1.6.6 as applicable - noting Q 19.14.1, K 2.1.3. noting Q 19.14.2, K 8 noting Q 19.11.1 where fire extinguishers are plumbed in they must conform to at least Q 3.1.2 a) **Note 2011 MSA Regulations regarding permitted extinguishants. All competitors are advised to check their crash helmet, overalls, seats and seat belts have the correct standard number and sticker as per the 2011 MSA Yearbook.**

Competitors should take special note that for rounds in Europe, all personal safety equipment must conform to FIA standard, including – but not limited to – race suits, helmets, balaclavas, gloves, and boots.

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5.3.1 It is recommended that drivers of open top cars wear arm restraints whilst on track.

5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS

5.4.1 The Eligibility Scrutineer or their representative shall be the sole arbiters and shall be a judge of fact. Any finding as to whether or not any item or component is 'standard' or 'relevant' for the purpose of these regulations shall be a Judgement of Fact.

Entrants must confirm the exact make, model and year of production for the car they intend to use and declare such on their Technical Declaration form. The Eligibility Scrutineer may require an entrant to change such details where there is any doubt over the accuracy of the details provided to describe the intended car in the intended Group. Any changes may require the car to be put into a different Group.

5.4.2 The decision of the Championship Organiser upon all matters in relation to interpretation, applications, breaches and enforcement of these regulations (including without limit, eligibility and Classification) shall be binding upon all competitors, who shall on registering for the Championship be deemed to have full knowledge of these regulations and to have accepted same in full.

5.4.3 Technical Declaration –

All entrants shall be required to complete a **Technical Declaration (TD)** and if required a Detailed Technical Declaration form obtainable from the championship website or the organisers in order to qualify for championship points. These documents and all supporting documents and photographs must be received by the championship coordinator at least 14 days prior to the event being entered. This document records the exact base car to be used and declares the category the car to be raced falls within (see section 5.2.1a). Failure to submit the TD form and supporting documentation within 14 days of the event may result in the entry being refused or the competitor not being able to score championship points and / or entering as an Invitation Group car. Technical Declaration forms for cars entered for the first round should be submitted to the organisers by 15 March 2011 latest to the Championship Coordinator.

Any variance from the TD form observed by a scrutineer who will be a judge of fact, without prior written approval from the Championship Organiser shall be deemed to disqualify the vehicle from the race results.

See below for the requirements of each category:

Category FH: only the completed and signed Technical Declaration form is required. The car being entered will be expected to comply in every respect with the appropriate FIA or ASN homologation papers or manufacturers information. The organiser will do their best to obtain such papers but if this proves impossible may accept papers submitted by the entrant. If no papers can be made available the conditions applying to UH category cars will apply.

Category MH: As well as the completed and signed Technical Declaration form entrants who register a car in this category will be required to note any changes from the cars original homologation papers mentioned above for FH cars. Supporting measurements and photographs may be required.

Category UH: As well as the completed and signed Technical Declaration form entrants who register a car in this category will be required to supply either the Detailed Technical Declaration (DTD) form or technical information acceptable to the Championship Organisers. Cars falling into this category may require an inspection from an official appointed by the Championship Organiser.

Any request to modify any vehicle after the TD form and/or DTD form has been received and accepted must be submitted to the championship co-ordinator in writing. The competitor must allow a minimum of 14 days for a decision to be made whether or not to allow the modification. The championship organizers have sole discretion and their decision will be binding.

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- 5.4.4 Competitors will be personally and solely responsible for ensuring that their cars comply with their registration details and Technical Declaration form and/or Detailed Technical Declaration form, including any written amendments, and with these Regulations for each event at which they are entered. Failure to comply in either respect will be a breach of these Regulations. Queries on eligibility should be referred in writing to the championship co-ordinator at hannah@butemotorsport.com at least 14 days prior to an event entered in order to permit a ruling in advance of any meeting at which it is intended to compete.
- 5.4.5 Cars must be fitted with a data logger acceptable to the organisers, either in the ECU, linked to the ECU or as a stand alone unit. This, combined with vehicle weight, may be used to determine whether a given car is in the correct Race Group. The data logger must record, engine rpm, at least one properly calibrated wheel speed, throttle position, a lap beacon and in the case of supercharged or turbo charged cars, the boost pressure. The competitor will be required to make the software for the data logger available to the organisers. The organisers reserve the right to, with the help of the team, download the data from the logger at any time, after testing, qualifying or racing. Failure to supply such data may result in a non compliance report.

5.5 EXAMINATION OF VEHICLES

- 5.5.1 The Eligibility Scrutineer (in addition to any other powers they may have under these rules) reserves the right before or after any race in the Championship to designate any one or more of the competing cars for special eligibility scrutineering. Upon such selection being made the competitor shall immediately place the car under the control of the Eligibility Scrutineer and be deemed to have permitted all such scrutineering, examination and testing as the Eligibility Scrutineer may reasonably require undertaking.

The Championship Organiser reserves the right to request the entrant to strip any part of a registered car including engine or transmission to establish its eligibility. In the event of any part being found to be in contravention of any of these regulations the cost of such work will be met by the registered competitor (not second driver if applicable). Any findings or refusals to comply with any request or instruction from the Eligibility Scrutineer will be reported to the Clerk of the Course or Championship Stewards as appropriate, the penalty for which may include exclusion from the results.

5.5.2 Technical Query Procedure

Specific technical queries should be submitted in writing to the Championship Coordinator on the technical query form available from the co-ordinator. All questions must be submitted via the championship co-ordinator at hannah@butemotorsport.com.

5.5.3 Power testing:

The power figure for the purposes of these Regulations shall be power at the flywheel.

For guidance competition groups will initially be based on a power to weight ratio figure as follows:

- Group 1: less than 0.40bhp/kg
- Group 2: less than 0.35bhp/kg
- Group 3: less than 0.30bhp/kg

The above figures are the dry weight of the car without driver.

The organisers reserve the right to adjust these figures if they deem necessary in accordance with MSA GR D11.1.3.

Competitors will be required not to exceed the declared power figures at any time. The championship organiser reserves the right to confirm power test figures at the organiser's nominated rolling road. Such power must be declared on the TD form. The result of this testing shall be final and not subject to appeal. The operator of any power testing equipment shall be a judge of fact under the event regulations. A maximum tolerance of +5% will be permitted above the declared power figure.

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The championship organisers also reserve the right to utilize other power testing equipment and methods as they see fit. Competitors shall be solely responsible for ensuring that their race vehicle is returned to the rolling road at the request of the scrutineer at their own cost. In addition competitors shall be solely responsible for any damage which may occur to their car during these tests how so ever caused and acknowledge the dangers such tests may present to their cars and accept responsibility for such risks as an essential element of this type of competitive event.

Where an entrant has been selected to have their car power tested by the Eligibility Scrutineer or his appointed assistant, any failure to test for any reason what so ever or removal of any seal put in place at the race meeting by anyone other than the Eligibility Scrutineer and/or his officially appointed assistant will result in exclusion from the results and the competitor will not be eligible to receive points or an award. Any award received at the prize giving must be returned, failure to return the award before the next race meeting after the power test may incur sanctions.

5.6 EQUALIZATION

5.6.1 The Championship Organiser may impose specific handicaps on individual cars which are modified beyond the level of modification of other cars of the same model and in the same Group. Handicaps may include the addition of weight which will be added to the declared base weight or minimum ride height, air intake restrictors or any other method deemed suitable. Alternatively the specific car in question may be placed in the next Group or the Invitation Group and allowed to run outside of the specification detailed in these regulations.

Equalization will not necessarily be achieved by equalizing power to weight ratio alone with factors including wheel width and track, aerodynamic aids and suspension all being considered as a complete package where it is the cars comparative potential lap time performance given consistent circuit conditions and driver input which is considered. Any appeals, requests or observations relating to any equalisation issues must be submitted in writing to the Championship Organiser at email: hannah@butemorsport.co.uk or by post to the Championship Coordinator at the offices of Bute Motorsport and will not be officially considered if made verbally at a race meeting.

The car must retain its declared base weight (see section 5.15 for Base Weight definition) when any equalisation weight has been imposed by the Championship Organisers in addition to the declared base weight.

For further conditions regarding to equalisation please refer to 6.3 of these regulations.

5.6.2 Only time keeping equipment and personnel approved by the Championship Organiser may be used to record times for cars in equalisation tests.

5.7 CHASSIS

The chassis should be standard in all respects for the designated model entered unless declared on the Technical Declaration Form and accepted by the Championship Organiser.

5.8 BODYWORK, AERODYNAMICS & INTERNAL TRIM.

Cars in the FH category must comply with their homologation form and the following
 Cars in the MH category must comply with their TD form and the following
 Cars in the UH category must comply with their DTD form and the following

| Regulation | FH | MH | UH |
|------------|----|----|----|
| 5.8.1a | √ | √ | |
| 5.8.1b | | | √ |
| 5.8.2 | | √ | √ |

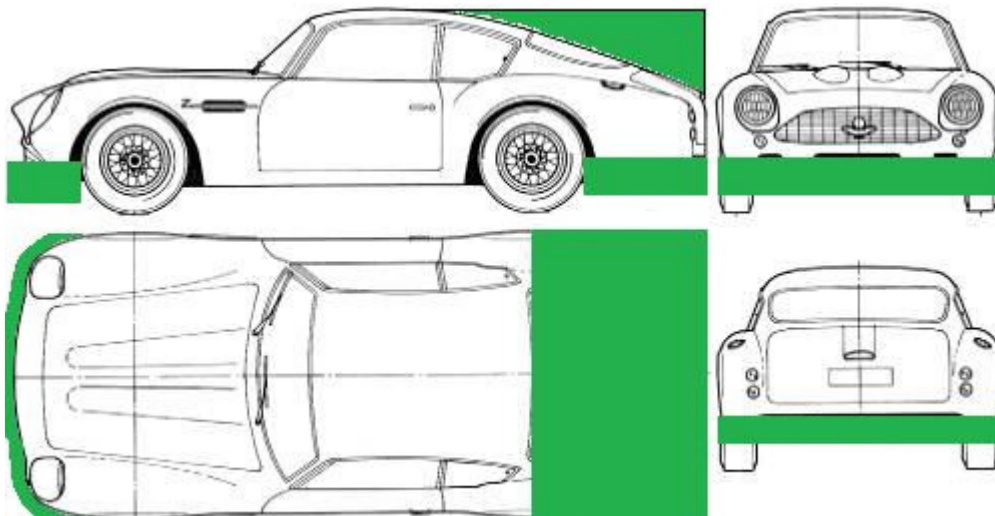
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| | | | |
|-------|---|---|---|
| 5.8.3 | √ | √ | √ |
| 5.8.4 | √ | √ | |
| 5.8.5 | | √ | √ |
| 5.8.6 | | √ | |
| 5.8.7 | √ | √ | |

- 5.8.1a Bodywork should be visually standard in all respects for the model designated on the TD form. The organisers reserve the right to require bodywork to be changed in the interest of equalisation.
- 5.8.1b The bodywork must be based on a production car and accepted on the DTD form, including the materials used and the exterior trim.
- 5.8.2 The external cut-out and the inside of the wheel arches may be modified to accommodate larger wheels. In relation to the standard car, no panel or element may be removed above the level of the wheel centre line and the wheel housings must always be closed by means of panels at least down to the level of the wheel centre line. The maximum width across the front and rear wheel arches may be increased by 20cm. The modification must retain the original appearance of the fenders as much as possible. The overall width (rear view mirrors excluded) must not exceed 200cm. The rocker panels / door sills and the sides of the front and rear bumpers may be modified for the sole purpose of joining them up to the widened wheel arch.
- 5.8.3 A rear aerofoil (wing) may be fitted, provided that no part of it protrudes outside of the rectangle made by the confines of the original standard bodywork of the standard car. That is to say, it must be below the highest point of the roof, in front of the rearmost point of the rear bumper and narrower than the standard, unmodified, rear wheel arches.
- 5.8.4 Provided that they do not include a wing profile and that the main structure is not modified, front bodywork elements may be replaced with aerodynamic elements within the limit of: 80mm forward of the perimeter of the original bodywork, forward of the tangent vertical plane ahead of the front wheel arches and below the horizontal plane passing through the front wheel centre line.
- 5.8.5 Either a standard rear diffuser can be fitted, or one inclined panel, perfectly flat, with a maximum of four vertical fins is allowed aft of the vertical plane tangent to the rear of the rear tyres, no higher than the rear wheel centre line and no further back than the perimeter of the rear bumper.
- 5.8.6 Additional air ducts may be set into or protrude from the original bodywork, subject to them being accepted by the organisers on the TD form.
- 5.8.7 Internal Trim may be modified or removed, except that the standard dash board shell must be retained and instruments located in their original position.

The green areas are the areas referred to above.

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5.9 RIDE HEIGHTS

All vehicles must comply with the minimum ride height set by the MSA regulations at all times.

5.10 ENGINE

5.10.1 All engines must be standard for the model entered except where a modification is declared and accepted by the Championship Organiser. Any such variation from standard must be declared on the Technical Declaration Form for the car being entered.

The organisers reserve the right to require engine specification to be changed in the interest of equalisation.

Any restriction of power may be achieved by using an air intake restrictor to such specification as approved by the Championship Organiser.

If a turbo or supercharged engine is used then a max boost pressure must be stated on the TD form or DTD form.

5.10.2 Electronics

Only the electronic control fitted the base car (as defined in the TD form) will be permitted unless any change is declared on the TD form or DTD form and accepted by the organisers.

If an aftermarket ECU is used, a copy of the ECU map used for racing in the GT Cup must be lodged with the Championship Coordinator and the Chief Scrutineer.

The ECU must not contain an electronic map which is capable of delivering more power than that which is allowed for racing in the GT Cup Championship.

5.11 TRANSMISSION

Any modification of Transmission of a standard car must be approved by the Championship Organiser. Provided that the original location and orientation are retained, and there are a maximum of 6 forward ratios, the gearbox and differential are free. Chassis modifications are permitted in order to install the gearbox and the differential, but only if they are approved and under the express condition that they do

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not modify to too great an extent the integrity of the main structure and the internal dimensions of the cockpit.

Gear and final drive ratios must be as per the TD or DTD forms unless a modification is allowed by the Championship Organisers.

5.12 SUSPENSION

Suspension should be standard in all respects for the designated model entered unless declared on the TD or DTD form and accepted by the Championship Organiser. The organisers reserve the right to require suspension specification to be changed in the interest of equalisation.

All axle parts (arms, wishbones, hub carriers, wheel hubs, subframes and cross members) as well as the position of the centres of their joints (pivot point of the joint) must comply with the Homologation Form or the TD or DTD form.

The suspension components (springs, shock absorbers and anti-roll bars) are free but the position of the centres of their joints must be standard. Suspension joints are free.

Adjustment of the springs, shock absorbers and anti-roll bars from inside the cockpit is prohibited. No connection is permitted between the shock absorbers.

Mass and inertia dampers are forbidden.

Any system, whatever the method of operation, controlled by the driver and designed to adjust the ground clearance when the car is stopped or in motion, is prohibited.

5.13 WHEELS

Wheels should be standard in all respects for the designated model entered unless declared on the TD or DTD form and accepted by the Championship Organiser. The Championship Organisers reserve the right to require wheel specification to be changed in the interest of equalisation.

5.14 TYRES

Pirelli will be the control tyre brand. All tyres used in the GT Cup must be supplied through the supplier nominated by the Championship Organiser (contact details available via the Championship Coordinator or online at www.butemotorsport.com) who will provide a fitting service at all rounds.

It is strictly forbidden for any vehicle, including those in an Invitation Group, to run in GT Cup Championship races on any tyre other than Pirelli. Under exceptional circumstances only, the organisers reserve the right to specify an alternative tyre brand.

The use of tyre heating / heat retention devices / tyre treatments and compounds is prohibited.

Only full wets or slicks as supplied by Pirelli for the GT Cup will be allowed. Intermediate tyres will not be allowed. Wet tyres can only be used when the Clerk of the Course has declared the circuit to be Wet.

5.15 WEIGHTS

Base weight: All cars must be weighed pumped dry of fuel without driver and that weight declared on the TD form. This will be the cars base weight.

All cars must be above their declared weight throughout the competition

The weight used in calculating the power to weight ratio is the declared base weight of the car without the driver.

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The car must retain its Base Weight when any equalisation weight has been imposed by the Championship Organisers in addition to the Base Weight.

Finishing Weight: All cars entered in the Championship must finish all track sessions with the car weighing a total of:

Base Weight + 90kg + any equalisation weight.

Success Ballast must be in addition to the Finishing Weight.

5.15.1 Success Ballast

A system of race 'success ballast' weight handicaps will be applied to drivers in the GT Cup at the end of each race based on the order of finishing published by the official timekeepers as authorised by the Clerk of the Course for each of those races prior to any judicial action in respect of any Sporting or Technical infringements. Where the car is to be shared by two drivers at one meeting each driver will have their own weight handicap to carry.

Provision must be made to secure ballast, such that tools are required for its removal and to allow the fixing of seals by scrutineers and must comply with drawing 258-2 of FIA reg Appendix J 252A. The handicap weights shall be positioned on the floor of the passenger side and ideally located by the same fixing points as for the passenger seat but subject to the discretion of the Eligibility Scrutineer.

Success Ballast will be carried in the next race driven by the driver and will be adjusted for each subsequent race driven by the driver in accordance with the weights shown below. Success Ballast must be in addition to the cars Base Weight. There will be no accumulation of success ballast weight. If a driver fails to finish they will be allowed to remove success ballast for the next race in which they drive.

If a driver starts a race but fails to finish they will be allowed to remove any Success Ballast for the next race they enter.

Example: If driver 'A' finishes 1st in Race Group One he will carry 60kg success ballast in the next race he enters. If in that next race he finishes 3rd he will reduce his success ballast to 20kg for the next race he enters. If he had finished 4th and not 3rd in that race he would be allowed to remove all success ballast.

The success ballast awarded may be removed for free practice sessions and official qualifying session prior to the driver participating in the next race if the Ballast is due to be carried at the next meeting.

Success ballast will be applied to drivers finishing in the first Race and / or the second Race at each Meeting according to the following scale in each Race Group: -

Group 1

1st position: +60 Kg
2nd: +40 Kg
3rd: +20 Kg

Group 2

1st position: +50 kg
2nd: +30kg
3rd: +15kg

Group 3

1st position: +40kg
2nd: +20kg
3rd +10kg

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Cars racing in the invitation Group will not carry success ballast, but may be subject to equalization ballast or other modifications at the request of the Eligibility Scrutineer.

Registered Entrants are responsible for supplying and affixing their own Success Ballast and cars must be prepared sufficiently so that Ballast can be quickly fixed in place between races during a race meeting.

Success Ballast may be weighed following the race and whilst under Parc Ferme conditions. No person other than any officials or the driver may have contact with the vehicle before it is weighed. All cars must not weigh less than their minimum weight as specified in these regulations following removal of the success ballast i.e. the removable ballast must weigh in accordance with the weights shown above. Any finishing weight, over the minimum set in these regulations when ballast is removed **MAY NOT** be set against ballast.

5.16 FUEL

Pursuant to MSA GR J5.13.4, competitors are permitted to use fuel complying with FIA Appendix J – Article 252 – Article 9.

Anglo American Oil Company Ltd (AAOC) and Sunoco race fuels have been appointed Official Fuel Supplier to GT Cup. AAOC will supply FIA and MSA conformant fuels to all events at discounted prices.

Please ensure that you contact AAOC 5 days prior to each event to order your fuel on 01929 551557 or email info@aaoil.co.uk

5.17 SILENCING

Unless stated otherwise in the Final Instructions vehicles must at all times conform to MSA Regulations (105dBA at $\frac{3}{4}$ rpm at 0.5m) as set out in the 2011 Competitors' and Officials' Yearbook; J 5.18. The method used for rear engine cars may be to the requirements of the MSA Regulations at the discretion of the MSA Environmental Scrutineer. Vehicles may also be required to comply with any circuit contractual conditions regarding noise.

Any vehicle not allowed to race because it does not meet the noise restriction will not be entitled to a refund of their entry fee.

5.18 PNEUMATIC JACKS

Pneumatic jacks may be fitted to the car but compressed air bottles are not to be carried on board the car.

5.19 RADIO COMMUNICATION

Two or one way electronic communication either of speech or data between driver, their car and their team or any personnel associated with the driver team and entrant is not allowed whilst the car is on the circuit in compliance with MSA Regulation Q8.1.10 as set out in the 2011 Competitor's and Officials' Year Book.

5.20 NUMBERS & CHAMPIONSHIP DECALS

- i. The Championship Organiser will require Windscreen header decals, GT Cup decals and Championship number panels to be displayed as a condition of eligibility and to compete in the Championship; a charge will be made for additional decal sets. Competitors must supply their own numbers in standard Helvetica font which comply with MSA bluebook regulation J 4.1 and measure 230 mm high with a stroke width of 38 mm

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- ii. Competitors must also supply white race numbers on a clear background measuring 100mm high to be placed in the centre of the windscreen just below the windscreen header strip, subject to visibility. Any competitor who believes that this will jeopardize visibility must discuss a suitable alternative with the championship coordinator.
- iii. It is mandatory that competitors must make available space and place on their vehicle and overalls for Championship Sponsor logos as may reasonably be specified from time to time by the Championship Organiser. Specific car locations include the placement of Pirelli logos on each corner of the car and a cloth badge on overalls.
- iv. Drivers may be required to display an MSVR badge on their overalls.
- V The organisers will reserve the following locations on all championship cars for Championship and sponsor decals:
 - Door number decals and background squares
 - Windscreen header strip
 - Front number plate or equivalent area
 - All four bumper corners
 - Two championship decals as supplied must be displayed on the race car (position optional)
 - One MSVR and one Bute Motorsport decal as supplied must be displayed (position optional)
 - Dashboard
- vi. Competitors will not be allowed to display sponsor logos (e.g. tyre manufacturers) which conflict with Championship sponsor logos. In particular, no advertising of any tyre manufacturer other than Pirelli may appear on the race car, race truck or tow vehicle, driver overalls or publicity material present at the race event. It should be further noted that all cars running in the GT Cup event, even those unregistered cars in the invitation Group, must run on Pirelli tyres.
- vii. Each car must carry on both rear quarter windows the surname of competing driver in white lettering. Typeface to be Helvetica Bold, letters to be no greater than 100mm Capital Height, no alternative typeface will be permitted.

Advertising and sponsorship on all race cars, trucks or overalls of any competitor entering the GT Cup championship must conform to the MSA Bluebook definitions of legality and decency. Competitors will be asked to remove any signage that might be deemed offensive or inappropriate. Competitors are encouraged to seek the permission of the championship organizers in cases where there is uncertainty.

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6 APPENDICES:

The following Commercial Undertakings are not subject to the Judicial procedures of either the Championship Stewards and/or the MSA/MSA.

6.1 Contacts:

| | | | |
|----------------------------------|---|--|---|
| Bute Motorsport Ltd: | Bute MotorSport Limited c/o Haynes International Motor Museum Sparkford Yeovil Somerset BA22 7LH Tel: +44 (0) 1963 440 787 Mob: +44 (0) 7500 116 687 Email: hannah@butemotorsport.co.uk www.gtcup.co.uk | Bank Details | Bank: HSBC Branch: Yeovil Acc no.: 41694634 Sort: 40-47-28 Name: Bute Motor Sport Limited IBAN: GB17MIDL40472841694634 SWIFT: MIDLGB22 BIC CODE: MIDLGB2165H |
| Championship coordinator: | Hannah Wilson Bute Motorsport Limited c/o Haynes International Motor Museum Sparkford Yeovil Somerset BA22 7LH Tel: +44 (0) 1963 442787 Mob: +44 (0) 7500 116687 Email: Hannah@butemotorsport.co.uk | Timing Module Supplier: (Except Spa) | Timing Solutions Limited Unit 2 Ninian Way Tamworth Staffs B77 5ES www.tsl-timing.com |
| MSVR: | MotorSport Vision Racing Brands Hatch Fawkham Kent DA3 8NG Tel: +44 (0) 1474 875 202 Fax: +44 (0) 1827 285 666 Email: david.scott@motorsportvision.co.uk www.motorsportvisionracing.co.uk | Fuel supplier: | Anders Hilderbrand Sunoco 3 Holly Close Sandford Wareham BH20 7QE Tel: 01929 551 557 email: anders@aaoil.co.uk |
| Nominated Rolling Road: | Superchips Limited Buckingham Ind' Park Buckingham MK18 1XJ | | |
| Control tyre supplier: | <p>Pirelli: Carl Taylor - Office - 01283 525395, Mobile - 07974 153567 Tom Murphy - Office - 01283 525300, Mobile - 07974 153616</p> <p>Technical enquires (Natham Coleman) email: technical@wheeltech.co.uk telephone: 07752 825 277</p> <p>To place orders (Paul Greenhalgh/Debbie Redfern or Bryan White) email: orders@wheeltech.co.uk</p> <p>General enquires email: motorsport@wheeltech.co.uk</p> <p>Accounts email: accounts@wheeltech.co.uk Contact numbers: T: 01283 585 000 F: 01283 583 010</p> | | |

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6.2 Intellectual, Commercial, Merchandising and Sponsorship Rights

The Intellectual, Commercial, Merchandising and Sponsorship Rights of the GT Cup championship are the property of Bute Motorsport and may not be assigned to any other party or person without their written agreement. While the permit holder is MotorSport Vision Racing, the sporting ethos for the GT Cup shall be the domain of Bute Motorsport and any changes made to the sporting regulations shall be with the full agreement of Bute Motorsport within the framework of the regulations set out by the Motor Sport Association.

- 6.3** In the interest of equalisation testing entrants may be asked to allow a driver appointed by the organisers to drive their race car at speed on track to obtain lap time and performance data. The Championship Organisers will use this data to help them in making decisions to equalize performance of the different model or individual variants of cars entered into the championship. Permission may be denied by the entrant for their car to be tested but this may result in the Championship Organisers taking a cautious approach and making equalisation decisions which reduces the lap time performance of the vehicle as achieved by the competitor if they are able to achieve lap times above those of the first three in Group. Once permission is given for their car to be test driven by the appointed driver, all such activities shall be at the risk of the registered entrant and/or the owner of the car who will assume full financial responsibility for the repair of the car and any consequential loss if any damage is cause during said test. Any team member of the registered entrant and /or car owner who makes available or allows a registered entrants and / or owners car to be tested will be deemed to have done so with the Registered Entrants / car owners' permission.

6.4 Race Entries

Bute Motorsport will be responsible for communicating Race Entry Forms to all Registered Competitors in sufficient time for entries to be made in accordance with Regulation 3.1.2. A single Race Entry Form will be issued which can be used for all races. Once the single Race Entry Form is submitted to Bute Motorsport it is the Competitors responsibility to request a new form or download it from the championship website in sufficient time before the race if they wish to enter a race not included on their original single Race Entry Form or obtain such from the official website.

Refunds – if a race entry is withdrawn refunds will be available on receipt of written confirmation of withdrawal received by the Championship Coordinator according to the following schedule:

- i. notification received more than four weeks prior to race meeting 100% refund less £75 administration charge
- ii. notification received more than three weeks prior to race meeting 75% refund
- iii. notification received more than two weeks prior to race meeting 50% refund
- iv. less than two weeks notice no refund is available.

Any deposits paid for race entries are non refundable. For the avoidance of doubt the race meeting mentioned above refers to 5pm on the Friday prior to the event. A week is given to mean a seven day week.

Entry prices can be obtained separately to these Regulations from Bute Motorsport. Bute Motorsport has sole discretion over entry prices and refund policy which they reserve the right to vary from those shown in these Regulations.

Please note Discounts will be available for early entries made prior to 1 March and for full season entries in the Championship. Details available from Bute Motorsport.

Supplementary Regulations, Race meeting Schedules and Paddock details will automatically be issued by email by Bute Motorsport to competitors entered in the race. Any competitor who would prefer this information by post should notify Bute Motorsport and supply an address and ensure their entry is in no later than 14 days prior to the event. Each Full Season Entrant will be issued four permanent Circuit Admission Passes and four Hospitality Centre Passes.

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Where required each entrant will also receive Vehicle Passes as appropriate and at the discretion of the Organiser of the race meeting.

Those entering on a race by race basis, or with an accepted late entry, may be issued with four paper circuit admission tickets in place of permanent passes. All Permanent passes will remain the property of MSVR and must be surrendered if required to do so by the Race Meeting organisers. Lost permanent passes will be supplied on written application to MSVR at a charge of £30 per pass. Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry in accordance with Regulation 1.4.1. The championship organisers reserve the right to accept registrations and entries up to noon of the Thursday prior to the race, but an administrative fee may be charged for entries received later than 14 days prior to the event. No entry for the event will be accepted after noon of the Thursday prior to the event.

6.5 Definitions

For the purposes of these regulations a **DRIVER** is 'The person nominated as the driver of a vehicle in any event'. An **ENTRANT** is 'The person or body responsible for making an Entry into a competition and responsible for all matters pertaining to that entry'. Both these definitions are given in the MSA yearbook.

It should be noted that licences issued by the MSA to an individual driver afford the driver the rights & privileges of an entrant.

MSA regulation **H 27.1.1** states 'All personal licences entitle the holder to enter the car, truck or kart in which he/she will personally take part in the event. Any other organisation, company, sponsor or person must obtain an **ENTRANT'S LICENCE** by making separate application by completing an Application for Competition Licence Form'.

A **Competitor** is 'A person or body whose entry is accepted or who competes in any event whatsoever whether as an Entrant, Driver...' MSA Yearbook.

Homologation - In motorsports, homologation is the approval process a vehicle or standardised part must go through to race. The regulations that must be met are generally set by the series' sanctioning body. In the case of race cars a homologation document is generally published by the FIA following documents submitted by the vehicle manufacturer.

6.6 Commercial Undertakings:

- i. Entry into the GT Cup is conditional upon a competitor accepting without reservation or recourse the surrender of his/her rights (if any) for TV filming and broadcast of footage collated during the Championship which may be used at Bute Motorsports discretion.
- ii. Competitors are advised that, unless requested otherwise, their information will be stored in a computer retrieval system and may be used for relevant publicity and administration purposes.
- ii. The Championship title and associated logo styles (GT Cup & Bute Motorsport) may only be used with the prior written approval of the Commercial Rights Holder.

6.7 Trade Support Vehicle Decals

- i. Championship decals will be provided and may be fixed to championship trade support vehicles if wished.
- ii. Trade support vehicles should not display sponsor logos which conflict with Championship sponsor logos. In particular, no advertising of any tyre manufacturer other than Pirelli should appear on any vehicle situated in the GT Cup paddock.

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6.8 Promotional activities.

All competitors taking part in the 2011 GT Cup events are expected to support the championship in the following ways:

- i. winners in each championship Group must attend the podium as quickly as possible after each event. They must be wearing race overalls, properly fastened and displaying championship badges as requested. If requested to wear a sponsors cap, these will be provided and must be worn as directed.
- ii. All competitors taking part in an event are requested to attend the end of event prize giving in the GT Cup race centre 30 mins after the last GT Cup race of the event to receive trophies and support fellow competitors.
- iii. All competitors in the 2011 GT Cup championship are requested to attend the end of year awards dinner and should notify the organisers if they are unable to do so for any reason.
- iv. Bute Motorsport will make every effort to provide publicity material in the way of decals and flags for race trucks for any competitors able to display these in the race paddock.
- v. All competitors are requested to make every effort to attend the official pre-season test day and launch in order to facilitate technical checks on vehicles entering the championship. Information on the test will be sent out to all competitors in good time.

6.9 Television

6.9.1 The championship promoter, Bute Motorsport, retain exclusive broadcasting, recording, cable, satellite, digital, video, games, internet and interactive rights and rights to all other mediums to film and record the participation of the driver, entrant, sponsor and any other team member in the events and activities throughout the championship and to assign or otherwise deal with such surrender of his/her rights (if any) in such matters, which may then be used at the Championship promoter's discretion.

6.9.2 No on-board cameras will be permitted except by permission of the championship organisers. Competitors fitting on-board cameras may also require permission of the circuit management to film and should be prepared to pay any fee required by the circuit if it is deemed that the filming is of a commercial nature.

In the event that permission is given for a competitor to fit an on-board camera in his/her race car, the positioning and fitting of the equipment must be approved by the Eligibility Scrutineer prior to that car going on track.

It will be mandatory to carry on-board cameras provided by the championship production company if required.

6.9.3 No sponsorship decals may be carried on the dashboard or in any position that may be visible from an in-car camera without the express permission of the championship organisers.

6.10 Paddock Arrangements

The championship organisers will make every effort to secure suitable paddock space for the GT Cup competitors at each event. Competitors are requested to make every effort to park race trucks, motorhomes and road cars in a neat and professional manner in order to project the best possible image for the championship. If requested to do so, competitors are asked to please leave road cars outside the paddock where possible. No road cars will be permitted to park in the paddock at promoted events.



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Competitors with highly valuable and exotic cars who are concerned about leaving them in a public space should contact the championship co-ordinator who will make every effort to agree with the event organiser sufficient space to set up a 'supercar display' inside the paddock. It should be understood that this is only with the agreement of the event organiser and any car displayed in this manner must be of sufficient quality and rarity to justify such a display and be presented in a suitable manner.
