



2016
Sporting & Technical Regulations
Commercial Undertakings

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1. DEFINITIONS

- 1.1 In these Regulations unless the context otherwise requires;
- "Porsche" shall mean Porsche Cars Great Britain Ltd
 - "Coordinator" shall mean Championship Coordinator
 - "Championship" shall mean Porsche Carrera Cup Great Britain
 - "TOCA" shall mean Touring Car
 - "MSA" shall mean the Royal Automobile Club Motor Sports Association Ltd
 - "BARC" shall mean the British Automobile Racing Club
 - "Competitor" shall mean any fully registered driver
 - "Team" shall mean any fully registered team
 - "Round" each race held by Carrera Cup GB will be issued a number

2. ORGANISATION

- 2.1 Porsche is organising the 2016 Championship. The Championship consists of several races, run within the scope of circuit events and is supported and sponsored by the following companies:
- (i) Michelin Tyre plc
 - (ii) Mobill
 - (iii) Adidas
 - (iv) PFC
 - (v) Samsung
 - (vi) Sacred
 - (vii) Chopard
 - (viii) Pommery

3. TITLE & JURISDICTION

- 3.1 The Championship is organised and registered by the BARC and administered under licence by Porsche on behalf of the BARC in accordance with the General Regulations of the MSA (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.
- 3.2 MSA Championship Permit Number: 2016 / R004
- 3.3 Race Status: National A
- 3.4 MSA Championship Grade: A

4. OFFICIALS

4.1	Championship Coordinator	James MacNaughton
4.2	Clerk of the Course	Ray Sumner
4.3	Series Eligibility/Safety Scrutineer	Alan Clancy
4.4	Championship Stewards	
	(i) Dennis Carter	BARC
	(ii) Alan Gow	TOCA
	(iii) Steve Kevlin	PCGB
	(iv) Bill Coombs	BARC

They have the rights, powers and duties specified in the General Regulations of the MSA. Any three of these Championship Stewards may reach a decision.

5. COMPETITOR ELIGIBILITY

- 5.1 The Championship will have three categories;
- (i) Professional
 - (ii) Professional Amateur 1
 - (iii) Professional Amateur 2
- 5.2 Competitors will be able to place themselves in the appropriate category to reflect their driving ability.
- 5.3 Competitors must indicate on their Registration Form which category they would place themselves.
- 5.4 The Championship will review the applications and decide whether to accept it. The criteria applied in making this decision will include the driver's "sporting spirit", past performances, professional profile, age, etc.
- 5.5 The Competitors will count all championship points gained in the season in their final championship total.
- 5.6 The Competitors will be required to pay the relevant entry fee applied to category.
- 5.7 At any time during a meeting, the Championship Clerk of the Course can require a driver to have a medical examination by the Chief Medical Officer or his nominee.

6. CATEGORY PROTESTS

- 6.1 Any protest must be lodged in writing to the Coordinator by a Competitor only,
- 6.2 No later than 30 minutes after the second Friday practice session so a decision can be reached before official qualifying.
- 6.3 The Championship may require a judgement panel consisting of the following persons;
- (i) 1 representative of Porsche
 - (ii) Coordinator
 - (iii) Three Competitors chosen at random from the Championship
- 6.4 The panel's decision cannot be appealed and will be confirmed in a "Championship Bulletin".

- 6.5 At Round 5 of the Championship the Competitors will be locked into their respective categories.
- 6.6 Should a Competitor enter the Championship after the first Race Weekend, the judgement panel will review their chosen category prior to their 5th Round. Protests must be lodged in writing no later than 30 minutes after their second Friday practice session, before they compete in their 3rd Round as per regulation 6.1.
- 6.7 The Championship reserves the right to amend a chosen Competitor category at any time.
- 6.8 Upon registering for the Championship all Competitors agree to accept these terms and conditions.
- 6.9 In the event of a competitor changing category, all overall Championship Points earned will remain. Category Points earned cannot be taken to the new category.

7. ROOKIE CHAMPIONSHIP

- 7.1 The Rookie Championship is an additional Championship Category.
- 7.2 Competitor Eligibility;
- (i) 2016 Must be born after 31 March 1991 and on or before 31 March 1999.
 - (ii) are permitted to have participated in a maximum of one Championship Race Weekend (up to two Championship rounds), using 911 GT3 Cup Type 991, as either a full registered driver or guest entry.
 - (iii) Drivers from all Categories of the Championship will be eligible.
- 7.3 Rookies will be eligible to Weekend and End of Season Prize Money for their respective category in addition to the Rookie Championship Prize Money.
- 7.4 Rookies must register and participate in all rounds in the 2016 season to be eligible for the Rookie Championship. If in Porsche's opinion, they were unable to compete in one or more races due to reasons outside their reasonable control, such Rookies would still be eligible to receive such prize money.
- 7.5 There must be a minimum of three registered competitors in the 2016Rookie Championship before Round 1 for the Championship and associated prize money to be awarded.

8. LICENCE and BARC MEMBERSHIP

- 8.1 All teams must be in possession of a valid 2016 MSA National Entrants Licence.
- 8.2 Drivers must be a member of the BARC, be registered for the Championship and be in possession of a valid MSA Competition Licence (Racing) National A minimum, or a valid EU Licence and Medical (see GR H26.2.1). Drivers with non-MSA / MSI licences

must hold a suitable licence which is inscribed with the EU Flag and thus be deemed 'Professional'

- 8.3 Porsche Cars Great Britain may waive the requirement for Championship Registration and BARC Membership for guest drivers.
- 8.4 All necessary documentation must be presented at all rounds when signing-on.
- 8.5 A colour photocopy of the competitors race licence must be submitted when signing on for Round 1 of the Championship.

9. VEHICLE

- 9.1 Only GT3 Cup Cars (type 991) manufactured from 2013, 2014, 2015 and 2016 complying with the 2016 Technical Regulations for the Championship will be allowed to compete in the Championship.
- 9.2 Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout free practice, qualifying and racing.
- 9.3 Amendments to Sporting and Technical regulations will be made in accordance to MSA Regulation D 11.1.3

10. REGISTRATION

- 10.1 Registrations will be accepted from 1 October 2015 subject to availability.
- 10.2 The Championship Registration Fee is required in full when submitting a completed Registration Form and is non-refundable;
 - (i) Professional Category £17,000.00 +VAT
 - (ii) Professional Amateur 1 category £17,000.00 +VAT
 - (iii) Professional Amateur 2 category £12,000.00 +VAT
- 10.3 The Registration Fee includes the Entry Fee for each Championship Round and the official Porsche Test days.
- 10.4 By submitting the Championship Registration Form the Competitor is obliged to participate in all races and Registrations must be formally acknowledged by Porsche to become binding.
- 10.5 The Registration Fee must be linked to an eligible chassis number and is transferrable to another Competitor with prior written permission from the Coordinator. An additional payment of £625 +VAT per Race Weekend will be required should the replacement Competitor fall within a higher category.
- 10.6 Porsche reserves the right to refuse a registration.
- 10.7 Failure to participate must be made known in writing to the Coordinator and substantiated no later than 48 hours before the Race Weekend in question. Failure to comply with the deadline may result in a penalty to be determined by the Clerk of the Course.

- 10.8 Once a competition number has been allocated, it cannot be changed during the season.
- 10.9 Competitors must notify the Medical Adviser if;
- (i) involved in any serious accident
 - (ii) significant change in their physical or mental condition
 - (iii) is hospitalised for any reason
 - (iv) drugs are taken for any medical condition, which haven't been previously noted

11. EARLY REGISTRATION REWARD A

- 11.1 All Competitors who submit a completed registration form along with their full 2016 registration fees no later than 1700hrs on 1 December 2015 will receive a credit of £3,990 within 1 calendar month of the final championship round providing the Competitor has no monies outstanding with Porsche.
- 11.2 Competitors must compete in all rounds of the 2016 Championship. If however, in Porsche's opinion, they were unable to compete in one or more races due to reasons outside their reasonable control, such Competitor would still be eligible to receive Early Registration Reward A.

12. EARLY REGISTRATION REWARD B

- 12.1 All Competitors who submit a completed registration form along with their full 2016 registration fees after the deadline for Early Registration Reward A and no later than 1700hrs on 22 January 2016 will receive a credit of £2,660 within 1 calendar month of the final championship round providing the Competitor has no monies outstanding with Porsche.
- 12.2 Competitors must compete in all rounds of the 2016 Championship. If however, in Porsche's opinion, they were unable to compete in one or more races due to reasons outside their reasonable control, such Competitor would still be eligible to receive Early Registration Reward B.

13. PORSCHE HUMAN PERFORMANCE

- 13.1 All Competitors who successfully register for the Championship before 31 January 2016 will be eligible to attend a two day course with the Porsche Human Performance team on a date specified by Porsche. If the Competitor is not able to attend on the given date, Porsche are under no obligation to offer an alternative.

14. TEAM CAYENNE

- 14.1 Any Team with two or more Competitors registered before 23 March 2016, will be eligible to receive a Team Cayenne for the duration of the race season, subject to the terms within Porsche's Team Cayenne Contract.

15. CHAMPIONSHIP ROUNDS

15.1 The 2016 Porsche Carrera Cup GB will be contested over 8 Meetings;

<i>Rounds</i>	<i>Date</i>	<i>Circuit</i>	<i>Org. Club</i>
1 & 2	1-3 April	Brands Hatch (Indy)	BARC
3 & 4	15-17 April	Silverstone GP	BRSCC*
5 & 6	3-5 June	Oulton Park	BARC
7 & 8	17-19 June	Croft	BARC
9 & 10	29-31 July August	Snetterton	BARC
11 & 12	12-14 August	Knockhill	BARC
13 & 14	16-18 September	Silverstone	BARC
15 & 16	30 Sept-2 Oct	Brands Hatch (GP)	BARC

*This round will be as the Support Race for FIA World Endurance Championship which falls under the jurisdiction of the BRSCC, these regulations may be amended as necessary by means of Supplementary Regulations issued for that event.

15.2 In accordance with D11.1.3, the Championship Organisers reserve the right to amend the composition of the Championship rounds at any stage of the season and will give as much notice as possible to all Competitors through the issuing of a Championship Bulletin.

16. COMPETITORS CLASSIFICATION

16.1 All Competitors will be classified according to the number of laps completed. Competitors having completed the same number of laps will be classified in the order in which they last passed the finish line.

16.2 For the Professional category and overall classification, points will be awarded as follows for each round. These overall classification points shall be known as 'Championship Points';

1st	20 points	2nd	18 points	3rd	16 points
4th	14 points	5th	12 points	6th	10 points
7th	9 points	8th	8 points	9th	7 points
10th	6 points	11th	5 points	12th	4 points
13th	3 points	14th	2 points	15th	1 point

16.3 For the Professional-Amateur 1 and Professional-Amateur 2 categories points will be awarded per round as follows;

1st	10 points	2nd	9 points	3rd	8 points
4th	7 points	5th	6 points	6th	5 points
7th	4 points	8th	3 points	9th	2 points
10th	1 point				

16.4 One point will be awarded to the Competitor(s) setting the fastest lap in each Round in each category.

- 16.5 One point will be awarded to the Competitor(s) qualifying in pole position for each Round in each category, after any penalties have been applied.
- 16.6 The Rookie Championship points will be defined using the Championship Points.
- 16.7 Professional Amateur 1 and Professional Amateur 2 registered drivers will score Championship Points and either Professional Amateur 1 or Professional Amateur 2 category points as appropriate.
- 16.8 Guest car(s) will not be eligible for championship points.
- 16.9 In the case of an exclusion from the series all points scored as well as the prize money will be forfeited.

17. TIES

- 17.1 Ties in any Category shall be resolved;
- (i) by considering the number of first places of the Competitors concerned
 - (ii) in the result of this still being tied, then considering the number of second places etc until a result is obtained
 - (ii) guest cars finishing place will be excluded from the results

18. TEAM CLASSIFICATION

- 18.1 Classification is independent from the Competitor classification.
- 18.2 Prior to the first Round, Teams must submit their nominated vehicle(s) to the Championship Organisation (a maximum of two taken from the nominated chassis number) from their team to score points for the team classification.
- 18.3 Nominated chassis cannot be changed without unanimous agreement from all other teams competing in the championship. Any application to change chassis should be made in writing to the Championship Organisation..
- 18.4 Championship Points will be used to determine Team classification
- 18.5 All Teams must hold a valid Entrance licence in order to score points within Team classification.

19. RACE WEEKEND AWARDS

19.1	Competitor prize fund per Round;	
	Professional	Professional Amateur 1
	1 st	£1,500
	2 nd	£1,200
	3 rd	£1,000
	4 th	£700
	5 th	£600
		£1,000
		£800
		£600
		£500
		£400

- 19.2 Driver of the Weekend £500
A Competitor will be selected for Driver of the Weekend after the second Round of each Race Weekend.
- 19.3 Team of the Weekend £1,000
A Team will be selected for Team of the Weekend after the second Round of each Race Weekend.

20. END OF SEASON AWARDS

- 20.1 Team classification will be remunerated as follows;
 1st place £ 7,000
 2nd place £ 4,000
 3rd place £ 3,000
- 20.2 The Manager of the winning Team will also have use of Team Cayenne until the 2017 pre-season official Championship test.
- 20.3 Competitors classification will be remunerated as follows;
- | | Professional | Pro Am 1 | Pro Am 2 | Rookie |
|-------------------------|--------------|----------|----------|---------|
| 1 st Overall | £25,000 | £7,000 | £5,000 | £50,000 |
| 2 nd Overall | £15,000 | £4,000 | £3,000 | £20,000 |
| 3 rd Overall | £10,000 | £2,000 | £1,000 | £10,000 |
- 20.4 The overall winning Competitor will also receive the use of a Porsche 911 for 1 year from the date of the End of Season Awards.
- 20.5 The Pro Am 1 Winner will also receive the use of a Porsche 911 for one year from the date of the End of Season Awards.
- 20.6 Pro Am 2 Winner will have the choice of either*;
 (i) the use of a Porsche 911 for one year from the date of the End of Season Awards
 (ii) a full day on the track at the Porsche Experience Centre (Silverstone) with an Porsche works driver.
- *All Pro Am2 Competitor must nominate their prize at the start of the Season.
- 20.7 Driver of the Year* £1,000
 *As judged by and in the opinion of the Championship Panel using performance, presentation, results and/or any other measurement as the criteria for the decision.

21. PRESENTATIONS

- 21.1 Trophies and champagne are to be provided for presentation at the end of each Round in the Professional, Professional Amateur 1 and Professional Amateur 2 Categories. Prize money shall be paid via bank transfer within fourteen days of the results being declared final for each round.
- 21.2 End of Season Prizes and Prize Money will be paid at the latest, on the occasion of the Championship prize giving ceremony held after the last race, so long as the entrant has no outstanding accounts with Porsche, has met the entry

conditions, compiled with the participation rules and has no proceedings pending which might influence the final points classification.

- 21.3 Guest Drivers will be excluded from the prize fund classification with other classification places moving up within the prize fund. If a guest driver participates at a championship round with a Carrera Cup permanently entered car, the team will receive the prize money according to the result of the guest driver.

22. ENTERTAINMENT TAX LIABILITY

- 22.1 In accordance with current government legislation, the Championship Organisers are 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.
- 22.2 This means that the Organisers are required to deduct tax at the relevant rate - currently 23% - from any such payments they may make to non-UK residents.
- 22.3 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 must be made in writing and not later than 30 days before the payment is due.
- 22.4 For further information contact:
The Inland Revenue
Foreign Entertainers Unit
Centre for Non-Residents
St Johns House
Merton Road
Bootle
Merseyside
L69 9BB
Tel: 0151 472 6488
- 22.5 In the event of any Provisional Results or Championship Tables being revised after any provisional presentations and such revisions affecting the distribution of any awards the competitors concerned must return such awards to the Championship Coordinator in good condition within 14 days.

23. CHAMPIONSHIP LIVERY

- 23.1 Three sets of race numbers and Championship decals for each registered car will be provided by the Championship prior to the start of the Season.
- 23.2 These cannot be modified under any circumstances and should fixing require cutting of the decals to accommodate vehicle shut lines it must be achieved without defacing the logo.
- 23.3 No car will be allowed to Practice, Qualify or Race in any Round of the Championship without displaying the Championship decals in the correctly prescribed manner.

- 23.4 A graphic illustrating the placement of the Championship livery, as outlined in these regulations, is included at the end of this document (Appendix 1) needs to be amended).
- 23.5 Any additional Championship decals ordered by a Team over and above the three sets supplied by the championship for each chassis will be charged at cost, including any delivery costs by the nominated decal supplier.

24. SPORTING REGULATIONS - JUDICIAL PROCEDURES

- 24.1 In accordance with Section C of the 2016 MSA Yearbook and these Sporting Regulations.

25. EXCLUSIONS AND FINES

- 25.1 The relevant stewards under MSA Regulations can order any penalty including exclusion of a Competitor from either the complete series or further individual races for;
- (i) non-compliance with the required criteria for participation
 - (ii) non-observance of the regulations
 - (iii) unsporting behaviour
 - (iv) non-observance of instructions given by the Championship Organisation.
- 25.2 In the case of an exclusion from the series all points scored as well as the prize money will be forfeited.
- 25.3 According to the provisions of the MSA Regulations the amount of the fines imposed upon the competitor is stipulated by Appendix 1, Part 13 of the MSA Blue Book and interpreted by the Officials. The following offences can be penalised with a refusal of entry to or exclusion from the event;
- (i) refusal to present the car for scrutineering
 - (ii) violation of the technical regulations
 - (iii) unauthorised modifications to the competition car
 - (iv) non-observance of the Championship Organisation's instructions.
- 25.4 The Championship Coordinator can ask for the Championship Stewards to look into repeated offences or specific cases, which it considers unacceptable. A specific penalty imposed by the Stewards of the meeting does not preclude the imposition of additional penalties through money achieved in the Championship. In the case of an exclusion from classification, points scored and prize money will be forfeited for that round(s).

CHAMPIONSHIP RACE MEETINGS / RACE PROCEDURES

26. ENTRIES

- 26.1 The Entry Form can be found in Appendix 2 of these regulations.
- 26.2 Competitors are responsible for sending in fully completed and signed Entry Forms plus the full registration fee to the Championship Coordinator prior to the entries closing date, which shall be Friday 4 March 2016. The Championship

Coordinator reserves the absolute right to accept entries after that date.

- 26.3 The Championship Coordinator will only accept entries from fully registered competitors.
- 26.4 Any withdrawal of entry or Driver/vehicle changes made after acceptance of entry must be notified to the Championship Coordinator in writing. If driver/vehicle changes are made after publication of entry lists, the competitor concerned will be accepted in accordance with MSA Regulation D25.1.12..
- 26.5 The Entry Fee for each round is included in the Drivers Registration Fee.
- 26.6 Entry fees are non-refundable.
- 26.7 Each Organising Club may accept up to 20% more entries than specified on the Track Licence for each circuit and all accepted competitors may participate in official qualifying. Entries will be accepted up to the total number allowed to qualify.
- 26.8 The maximum number of starters permitted in each race will be as per each specific Track Licence. The fastest competitors will qualify for each race irrespective of class.
- 26.9 There will be no reserve entries. At circuits where the MSA Track Licence permits less cars to participate in qualifying than there are registered competitors entries will be selected by the Championship Coordinator 30 days prior to the commencement of the meeting.
- 26.10 Replacement cars are only permitted under exceptional circumstances and an Entrant/Driver may only use the replacement vehicle other than one car that is originally scrutineered for his/her use at each meeting. If a replacement vehicle is requested it will be required to be scrutineered by the Championship Scrutineer prior to participation.

27. SIGNING ON AND BRIEFINGS

- 27.1 Drivers must sign-on at the times advised to them in the Competitors Bulletin prior to each event. Failure to sign-on at the correct time may result in a Championship Fine of a maximum of £180 being imposed for each and every offence.
- 27.2 Competitors will be informed in a Championship Bulletin and on the Race Centre Information Board of the time for the Drivers Briefing at the Championship nominated area at each meeting, if it is deemed necessary to hold a briefing. Briefings may be called during a meeting and in this case, the Championship Coordinator or their appointed representative will make known the time of the Briefing. Attendance at Briefings is mandatory and failure to attend or arriving late may result in a fine of up to £250.

28. TESTING

- 28.1 If a driver causes two stoppages during the course of a Championship Test Session then his/her continued preparation in

the Championship Test Session will be at the discretion of the Championship Coordinator.

- 28.2 Should any test session be shortened or cancelled at the discretion of the Circuit Officials and/or the Championship Coordinator there will be no refund of any fees.
- 28.3 Only drivers who are registered to the Championship may take part in the official exclusive test sessions with the exception of guest drivers as nominated by the Championship Organisation. Guest drivers may appear at selected rounds of the Championship and will not be eligible for championship points or any part of the official prize fund. Drivers wishing to participate must sign-on at the time stated in the Competitors Bulletin for that test.
- 28.4 Unless permitted by the Championship Coordinator, testing for Competitors is strictly controlled by the following restrictions:
- 28.4.1 Testing after the last race of the 2015 Championship is unrestricted until two days prior the first Race Weekend the 2016 Championship at Brands Hatch.
- 28.4.2 During the course of the 2016 Championship testing will be permitted as follows;
- | | |
|----------------|-------------------|
| Pro | Maximum of 4 days |
| Pro Am 1 | Maximum of 4 days |
| Pro Am 2 | Unlimited |
| New Drivers* | Maximum of 5 days |
| Non UK Circuit | Unlimited |
- *Any entrant who has not competed in any Championship round as either a fully registered or guest entry.
- N.B. Any driver entered into the Porsche Mobil 1 Supercup round at Silverstone will be permitted one additional day testing prior to the round only on the Silverstone GP circuit.
- 28.4.3 All tests must be notified by submitting the Championship Testing Form (Appendix 4) at least 48 hours in advance to the Event Planner. Following receipt of the Testing Form confirmation will be sent to all Competitors and Teams within the Championship.
- 28.4.4 Failure to submit the Testing Form will result in;
- (i) loss of 44 Championship points
 - (ii) £25,000 fine
- 28.5 Porsche reserves the right to attend all such tests.

29. QUALIFYING

- 29.1 At each race meeting comprising the Championship the minimum scheduled qualifying session will be 20 minutes and where possible and time permitting a 30 minute session except where amended by Regulation Q4.5.
- 29.2 During the course of any qualifying session all competing cars must remain in the Pit Lane whilst not on track. Vehicles stationary in the pit lane at the end of a qualifying session come under Parc Fermé conditions at the showing of the chequered flag and should be taken directly to the designated Parc Fermé area. At no time will any competing car be allowed

in the Pit Garages or Paddock Areas until such time as the qualifying session has ended and the car cleared from any post qualifying scrutineering checks and released from Parc Fermé, except with the express permission of the Championship Clerk of the Course.

30. QUALIFICATION

- 30.1 Each driver should complete a minimum of 3 laps qualifying in the car to be raced and in the correct session or any official test session at the relevant circuit in order to qualify for selection and order of precedence as set out in the MSA Regulations Q4.5 unless through force majeure. The Championship Clerk of the Course shall have the right to exclude any driver whose qualifying times or driving are considered to be unsatisfactory - as per MSA Regulation Q4.5.3.
- 30.2 Where, through force majeure, it is not possible to hold a qualifying session the grid for that race will be formed according to the current Championship points positions. Where there is a tie on points, the driver with the best result in the previous round will take priority.
- 30.3 In the event of a driving infringement during the qualifying session the Clerk of the Course may drop a driver such a number of grid positions as he considers appropriate. Any such incident will normally be investigated after the relevant session.
- 30.4 Any driver taking part in any qualifying session who in the opinion of the Clerk of the Course, stops unnecessarily on the circuit or unnecessarily impedes another driver shall be subject to penalties detailed at 30.3.

31. RACES

- 31.1 There will be two races scheduled for each event. Race One will be run to a maximum timed duration of 30 minutes (or lap equivalent) and race two be run to a maximum timed duration of 30 minutes (or lap equivalent). The exceptions are at Croft and Oulton Park where the timed duration for both races is 25 minutes (or lap equivalent) and the WEC Round where the timed duration for Race Two will run for a maximum of 45 minutes.
- 31.2 Should any race be reduced in length at the discretion of the Championship Clerk of the Course and/or Stewards of the Meeting, it will still count as a full point scoring round.
- 31.3 Start Delayed Procedure:
- 31.3.1 When either the Starter or Clerk of Course decides a delayed start is necessary, the standard procedure will be;
- (i) 'Start Delayed' board will be displayed by the starter, who will immediately wave the cars off on another green-flag lap
 - (ii) when the cars arrive back on their grid positions, the normal start procedure will apply. Any empty grid positions cannot be filled.

(iii) the race distance will be reduced by one lap for any extra green flag laps that have been taken

(iv) when the Clerk of Course notifies the teams of a "Start Delayed" situation, the above procedure will automatically apply unless otherwise notified.

31.3.2 If the delay was caused by a problem with a car, it will be pushed off the grid whilst the field is on this green flag lap. If the driver can (quickly and easily) start the stalled car whilst being initially pushed off the grid, then he may re-join at the rear of the field - providing that he can re-join at the rear of the field during the green flag lap, stop at the final grid position and take the race start at the same time as all other cars. Otherwise he must enter the pit-lane and start the race from there.

31.3.3 If the car is pushed into the pit-lane then he may join the race from the pit-lane, only after all cars have passed the pit-lane exit on the race start. If the car cannot be, or is not, pushed into the pit-lane then the car will be pushed to a place of safety and the driver must exit the vehicle when directed to do so by the marshals.

31.3.4 If there is a starting lights failure, a flag may be used to start the race and all drivers will be notified accordingly by the BTCC Officials under the direction of the BTCC Clerk of the Course.

32. FORMATION LAP

32.1 The grid formation will be in a 1 x 1 formation for all standing start races and a 2 x 2 formation for all rolling start races.

32.2 The grid for Race 1 will be determined by the fastest time set by the driver in the qualifying session. The grid for Race 2 will be determined by the second fastest time set by the driver in the qualifying session.

32.3 When the signal is given the cars will be released onto the circuit behind the official Championship Safety Car and execute a formation lap.

32.4 During the formation lap, the cars will keep in formation with no overtaking and the Official Safety Car will set the pace. All cars must keep with the speed of the Safety Car. No practice starts may be executed during the course of this lap. The Safety Car will stop at the front of the grid and the cars will take up their grid positions behind it. Any car unable to join the train of cars following the Safety Car shall be held in the Pit Lane and may only start the race after the last car to take the start has passed the Pit Lane Exit on the first racing lap, but shall only do so under the instructions of the Pit Lane marshals.

33. STANDING START PROCEDURE

33.1 The Countdown Procedures/Audible Warnings sequence shall be:
(i) 2 minutes to start of Green Flag Lap - Audible Warning. Start Engines.

Clear grid of all except Marshals/Officials

(ii) 1 minute to start of Green Flag Lap - Audible Warning.
Clear grid.

(iii) 30 Seconds to start of Green Flag Lap - Audible & Visual
Warning

(iv) Start of Green Flag Lap behind Championship Safety Car.

- 33.2 During this lap the cars will keep in formation with no overtaking and the Official Safety Car will set the pace. All cars must keep with the speed of the Safety Car. No practice starts may be executed during the course of this lap. The Clerk of the Course reserves the right to incur a drive through or time penalty should any of the above occur.
- 33.3 A 5 Second board will be shown to indicate that the grid is complete after the Green Flag Lap and the start light sequence is imminent. The red lights will be switched off to signal the start of the race not less than 4, or more than 10 seconds, after the red lights have been shown.
- 33.4 In the event of any starting lights failure, the Starter will revert to use the National Flag, after showing a "Start Delayed" board and recommencing the countdown from the 1-minute board.
- 33.5 Any cars pushed from the grid after the 2 minute signal or driven into the Pits on the Green Flag Lap shall be held in the Pit Lane and may only start the race after the last car to take the start from the grid has passed the Pit Lane Exit on the first racing lap, but shall only do so under the instruction of the Pit Lane Marshall.
- 33.6 Any competitors unable to start the Green Flag Lap or start the Race are required to indicate their situation by switching on their hazard warning lights.
- 33.7 Any Competitor(s) unable to start the Green Flag Lap are required to indicate their situation as per MSA Competitors' Yearbook 2016 Q12.13.2. Any driver unable to maintain their grid positions on the Green Flag Lap to the extent that all other cars are ahead of them, may complete the Green Flag Lap but must remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.
- 33.8 The onus is on the competitor to comply and failure to do so may result in a report to the Clerk of the Course, who may impose a drive through or retrospective time penalty.
- 33.9 Any competitor(s) deemed to have caused an aborted start must take the restart from the back of the grid. Depending on individual circuit layout, the car(s) will either be moved to the back of the grid before the green flag lap commences or the competitor(s) will be instructed to commence the Green Flag Lap from their original grid position. However they must, during the course of the Green Flag Lap, allow cars starting behind them to overtake, thus ensuring that they take the restart from the back of the grid. If more than one car is penalised in this way then their order at the back of the grid will reflect their relative original grid positions. The onus is on the competitor to comply and failure to do so will result in a report to the Clerk of the Course who may impose a Drive Through or retrospective time penalty.
- 33.10 Excessive weaving to warm up tyres - using more than 50% of the track width - and falling back in order to accelerate and

undertake practice starts are both prohibited.

34. ROLLING START PROCEDURE

- 34.1 Any drivers unable to start the Green Flag lap or start are required to indicate their situation as per MSA regulation Q.12.13.2. Any driver unable to maintain grid positions on the Green Flag lap, to the extent that all the other cars are ahead of them, may complete the lap but must remain at the rear without any overtaking. Gaps on the grid will not be filled and competitors must maintain their allocated position.
- 34.2 The Green Flag lap will be controlled by the Safety Car. A Safety Car is deemed to be a vehicle used to maintain grid formation and speed on the pace lap prior to the start of a race with a rolling start.
- 34.3 During the pace lap(s) drivers are to respect the position of other drivers around them, remain in their assigned row and not encroach on their position. At the end of the lap(s) the Safety Car will pull into the pit lane and the driver leading the field is responsible for maintaining the speed established by the Safety Car until seeing the green flag / lights at the start line.
- 34.4 All cars should be back in perfect grid formation as soon as is practically possible and must be in position at the completion of 50% of the final pace lap(s). The competitor occupying pole position is responsible for setting the distance behind the Safety Car at the completion of 50% of the final pace lap(s) of approximately 30 metres. The Safety Car observer will indicate if the distance is incorrect. The driver in the outside front row will draw level with the driver on pole. All following vehicles will line up neatly two by two, line astern, and approximately 5 metres behind the car in front of them. Cars must maintain their grid positions at the speed determined by the Lead Car. Falling back in order to accelerate is prohibited. Excessive weaving to warm-up the tyres, i.e. using more than 50% of the track width is prohibited and all weaving should stop at the completion of 50% of the final Green Flag lap(s). Any driver deemed to be contravening any of these starting procedure rules would have committed a false start offence as detailed in Q.12.4 and will be penalised as in Q.12.5.
- 34.5 Upon successful completion of the Green Flag lap the Safety Car will retire to its designated pull-off point and the race cars will proceed, maintaining constant speed and formation until the signal is given by the starter that the race shall begin. Should the starter decide that, for whatever reason, the start of the race should be delayed then the start signal will not be given and one of the following courses of action will be taken:
- (i) If it is deemed safe to do so, the Safety Car will be instructed to remain at the front of the assembled grid for one or more further laps after which the race may be started.
 - (ii) If, after the Safety Car has retired and it is deemed safe to do so, the Safety Car will be instructed to re-emerge at the front of the assembled grid and will proceed as in 1.

(iii) If after the Safety Car has retired it is not possible to proceed as in 2. above, the assembled grid will continue to circulate maintaining constant speed and formation for a further lap with the pole position car setting the pace. The Clerk of the Course will communicate with both the drivers via the raceceiver and with the start line officials, in order that the start maybe given at the end of the lap or the cars will be brought to a halt on the grid for the race to be restarted.

35. SAFETY CAR

35.1 The Safety Car will be operated in accordance with MSA Regulation Section Q, Appendix 2

36. STOPPING A QUALIFYING SESSION OR RACE

Qualifying

36.1 Should the need arise to stop qualifying, red lights will be switched on at the Start Line and red flags will be waved at all Marshals Signalling Posts. This is the signal for all drivers to cease driving at racing speed and proceed slowly without overtaking and with maximum caution to the Pit Lane and be prepared to stop.

Race

36.2 Should the need arise to stop a race, red lights will be switched on at the Start Line and red flags will be waved at all Marshals Signalling Posts. This is the signal for all drivers to cease driving at racing speed and proceed slowly without overtaking and with maximum caution to the Starting Grid and be prepared to stop. The Starting Grid will automatically become a Parc Fermé area. Cars should not enter the Pits unless directed to do so by officials or unless repairs are necessary. Work on cars already in the pits must cease when a race is stopped and may only continue when permission to do so has been given by a Scrutineer. Cars in the pit lane may only re-start from the pit lane after all other cars have re-started. Non-runners at the time of the stoppage can re-start from the pit lane behind those referred to above.

36.3 When less than two laps have been completed by the Race Leader;

- i. The race will be null and void.
- ii. The race will restart from the original grid positions.
- iii. Gaps on the grid should not be closed up.
- iv. The length of the restarted race will be determined by the Clerk of the Course whose decision shall be final.

36.4 -When more than two laps have been completed by the Race Leader but less than 75% of race distance has been completed;

36.4.1 The grid for the race restart shall be the classification order of the race prior to the red flag as per MSA Regulation Q5.4.

36.4.2 The result of the race will be the finishing order at the end of the restart. The result will not be aggregated.

36.4.3 The length of the restarted race will be determined by the Clerk of the Course.

36.4.4 If not restarted, the results will be based on the order of crossing the finish line at one lap less than at the time of the first showing of the Red Flag.

- 36.4.5 Only cars which are under their own power at the showing the Red Flag will be classified.
- 36.4.6 Only cars which took part in the original start will be eligible and then only if they returned to the grid under their own power by an authorised route and were still in the race at the showing of the red flag.
- 36.4.7 Those not running at the time of the showing of the red flag must go to the pit lane if they wish to take the restart after further inspection by the Eligibility/Safety Scrutineer.
- 36.5 Competitors are advised that two red flag stoppages at any one round may result in their race being placed at the end of the day's racing, time permitted.
- 36.6 Competitors are advised that should the timetable be running late, their race may be postponed until later to allow for the feature race to start at its scheduled start time. In addition, the scheduled race distance may be reduced by the Clerk of the Course in consultation with the Coordinator and with the approval of the Stewards of the Meeting.
- 36.7 If time precludes the running of the second part of a two part race (see regulation 36.4 above) at the end of the day, then the terms of Sporting Regulation 31.2 will be used for the purpose of determining the allocation of points for this race.

37. RE-SCRUTINY/COMPETITOR AVAILABILITY
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- 37.1 Any vehicle involved in an accident or having been modified in any way subsequent to pre-meeting scrutiny, must be represented to the Scrutineers for further examination.
- 37.2 At any time during a meeting, the Clerk of the Course may order that a vehicle be re-examined, even if this involves stopping a vehicle whilst qualifying or racing.
- 37.3 If a driver is involved in a collision or incident, they must not leave the circuit (except where medically evacuated) without the consent of the Championship Clerk of the Course, failing which, any judicial action against or relating to that competitor may be heard in their absence.
- 37.4 Competitors must remain available at a meeting until any protest period relating to their race has elapsed, failing which, any judicial action against or relating to that competitor may be heard in their absence.
- 37.5 Competitors cars may not be removed from the Paddock during a meeting after scrutineering except for the purpose of competing in the Rounds comprised in the meeting or with the prior written permission of the Scrutineer and Clerk of the Course.

38. Paddock, Pits & Pit Lane Safety

- 38.1 Paddock and Pits - Entrants must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.
- 38.2 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 due care and drive no faster than the Pit Lane speed limit at any time. All equipment must be moved back towards garage entrances as soon as cars leave their Pits during qualifying and races.
- 38.3 Admission to the Pit Lane will be by the means of Pit Lane Passes valid for that race only.
- 38.4 People under 16 years of age are not allowed in the Pit Lane even if they have a Pit Lane Pass.
- 38.5 Each competitor is required to have one fire extinguisher per car (minimum 5 kg or its equivalent) within their transporter/awning at each meeting.
- 38.6 The Pit Lane Speed Limit during each Meeting and official test day is 40 mph (64 kph) with the exception of Meetings and official test days at Croft and Knockhill where it is 30mph (48kph) unless otherwise notified by way of a Bulletin. The Pit Lane will be marked by Pit Entry and Pit Exit boards and the published speed limit will apply between these two marked points. The use of radar/speed guns of any type in the Pit Lane is prohibited except for the official radar gun, which will be operated by a Judge of Fact.
- 38.7 Failure to comply with the Pit Lane speed limit may result in the imposition of the following penalties;
(i) Qualifying Session - a fine of £10 for each km/h above the pit lane speed limit may be levied if the speed limit is exceeded during qualifying.
(ii) Race - the Clerk of the Course may impose a drive through penalty. If the 'drive through penalty' cannot be served, the Clerk of the Course may levy a fine of £10 for each km/h above the speed limit or impose a retrospective time penalty.
- 38.8 Drivers must take full responsibility for leaving the Pit Lane safely. Whenever possible, a marshal with a blue flag will warn of cars approaching.

39. Qualifying and Race Finishes

- 39.1 After taking the chequered flag, drivers are required to progressively and safely slow down, remain behind any competitors ahead of them and proceed directly to the designated Parc Fermé Area without stopping unless directed to do so by an official of the meeting.
- 39.2 Drivers must keep their helmets on and their harnesses fastened until they arrive in the Parc Fermé Area.

- 39.3 Parc Fermé Regulations will apply in the area between the Finish Line and the Parc Fermé Entrance.
- 39.4 Once in the Parc Fermé Area Competitors finishing 1st, 2nd and 3rd place in Pro, Pro Am1 and Pro Am2 categories are required for the podium presentations and must proceed immediately to the podium.
- 39.5 All Competitors must wear the official Michelin Podium cap whilst on the podium.
- 39.6 Team personnel are only allowed into the Parc Fermé Area at the invitation of the Scrutineer. Should unauthorised team personnel be present in Parc Fermé, they render their car and driver liable to a fine or exclusion from the meeting.
- 39.7 Competitors must replace their steering wheels in Parc Fermé, non-compliance can result in a £100 fine.
- 39.8 Cars will be held in the Parc Fermé area or under Parc Fermé conditions following each qualifying session and race.
- 39.9 Parc Fermé conditions will be controlled by a red/green flag system displayed outside the Championship Technical truck.
- 39.10.1 Red flag conditions;
(i) All cars must return to their awnings and placed on low stands
(ii) Await further instruction from the Scrutineer
(iv) Teams are not permitted to work on the car, clean the car or download data from the car.
- 39.10.2 Green Flag conditions;
(i) Cars are no longer under Parc Fermé conditions

40. RESULTS

- 40.1 Timesheets, grids and race results are provisional until all vehicles have been released by the scrutineers after technical inspections and after the completion of any judicial or technical procedures.
- 40.2 The Clerk of the Course may declare the race results provisional for a maximum of 60 days.
- 40.3 Results will remain provisional until they are declared final by the Clerk of the Course. Final Results will be communicated via a championship bulletin.

41. GENERAL REGULATIONS

- 41.1 If any Competitor experiences a serious mechanical problem at any stage they must leave the track as soon as it is safe to do so and park in a position of relative safety. The car must be left in neutral and the steering wheel must be reattached before the driver leaves the car. The driver should stay near the car to assist recovery crews.

- 41.2 In the event of a wet race or when the car is running on wet tyres the car's headlights and rear lights must be illuminated at all times. It should be at the discretion of the clerk of the course to decide if a Competitor should be stopped if they cease to work. Should a car be stopped for this it may re-join when the fault is rectified.
- 41.3 It is not permitted to have coloured headlight covers. Should a Competitor wish to have coloured headlight covers they must seek permission from the Coordinator prior to fitment.
- 41.4 During a qualifying or race session, once a Competitor has received mechanical assistance to move their car they are not entitled to continue that session.
- 41.5 The Raceceiver system which allows radio contact from the Clerk of the Course to the driver must be activated in all sessions (including testing), failure to use or not activate the system will result in a fine of £100.
- 41.6 Should a car sustain radiator damage such that the contents are affecting track conditions it is imperative that the driver pulls off in a safe position at the earliest opportunity. Failure to do so will result in a fine or grid slot penalty in the next race/event.
- 41.7 Only drivers competing in the Pro and Pro Am 1 classes are eligible for the tyre raffle.

42. TIMING MODULES

- 42.1 All Competitors will be required to fit Electronic Self Identification Modules (Transponders) to their cars (Q12.2.1) for the purposes of accurate timing. These will be issued to Competitors prior to the start of the season and it will be the responsibility of the Competitor to fit these in the car, wired into a power source in the position and manner to be specified by the Scrutineer.
- 42.2 These modules must be in place and functioning correctly for all Championship tests, qualifying sessions and races. The setting and servicing of these items must be only carried out by properly authorised MSA licensed Timekeepers.
- 42.3 Competitors will be charged for repair or replacement of the modules due to accident damage, misuse or loss at any time during the season.
- 42.4 Timing modules remain the property of Porsche and Competitors will be required to return them to Porsche at the end of the race season.

43. ADVERSE WEATHER CONDITIONS

- 43.1 If there is a change in weather conditions after leaving the assembly area and before the race starts, the start will be delayed. Competitors will then be allowed to change onto tyres of their choice. After a maximum of 5 minutes, the countdown will resume from a 5 minute signal.

CHAMPIONSHIP RACE PENALTIES

44. INFRINGEMENTS OF TECHNICAL REGULATIONS

- 44.1 Any car which fails Post Qualifying Scrutineering will, at minimum, be excluded from the qualifying session and will only be permitted to start the race on the following conditions:
- 44.2 The car together with the Competitor copy of the technical non-compliance report must be presented for re-scrutineering no later than 40 minutes before the time allocated in the programme of events for the start of the race. Time of the essence and force majeure do not apply.
- 44.3 Provided the car passes re-scrutineering, the competitor is entitled to start the race from the back of the grid ten seconds after the official starting signal has been given.
- 44.4 The competitor shall be penalised by the deduction of 6 points from their Championship score, even if this results in a negative score.
- 44.5 Any competitor who does not submit their car for re-scrutineering, or whose car fails re-scrutineering, shall be subject to the following penalties imposed by the Clerk of the Course.
- (i) Exclusion from the race
 - (ii) Deduction of points equivalent to two maximum scores for both Competitor, and Team.*
- *This penalty can only be varied by a Tribunal of the MSC in accordance with the procedures laid down in the MSA General Regulations.
- 44.6 Any car failing Post Race Scrutineering or Judicial Action will be subject to a penalty based on the provisions of MSA Regulations C3.5.1. (a) & (b). For infringements deemed to be of a more serious nature, the Championship Clerk of the Course and/or Stewards of the Meeting are to invoke the provisions of Regulation C3.5.1. (c)
- 44.7 Any competitor whose car is deemed to be ineligible under the 2016 Technical Regulations will be subject to the penalties laid down by the MSA except where amended by these Sporting Regulations. In addition the Championship Stewards may, at their discretion, apply an increased penalty which could include exclusion from part or all of the 2016 Championship.
- 44.8 If a vehicle/component is sealed for subsequent technical examination the Scrutineer, within the applicable time limit, will state to the competitor/entrant that he will examine the vehicle/component on a stated date and time and at a specified location and the sealed items must be made available for his inspection. These arrangements are not negotiable. If a vehicle/component is not made available for an eligibility examination as required by the Series Eligibility/Safety Scrutineer it will be considered as ineligible and will be reported as such to the Championship Clerk of the Course for

the application of penalties laid down in the MSA Yearbook and these Championship Regulations.

45. INFRINGEMENTS OF NON-TECHNICAL MSA REGULATIONS AND THE SPORTING REGULATIONS

45.1 The MSA Judicial Procedures as detailed in the 2016 MSA Blue Book will apply. In addition, any Competitor excluded from the results in accordance with any non-Technical MSA Regulation or Sporting Regulation will be subject to the following additional Championship penalties.

45.2 Any Competitor may be called to a meeting with the Championship Stewards who may take further action.

45.3 Breaches of driving standards will be firmly dealt with. The Clerk of the Course may use video evidence and/or data logging evidence at his discretion.

45.4 As long as the results are still provisional, the Championship Organisers may, within 14 days of the meeting, ask the Championship Stewards to investigate any incident even if the Clerk of the Course and/or the Stewards of the Meeting have already investigated the incident.

45.5 The Championship Stewards will be empowered to take further action. In addition, the MSA may call an inquiry into the matter under MSA Regulation A.3.1(ii).

45.7 Any Competitor found guilty of a driving offence which generates penalty points under C.1.1.5 and Q.15.1 will also have championship points deducted in line with the severity of any penalty imposed, i.e., formal written reprimand 2 points, fine, time or grid slot penalty 3 points, exclusion from practice, heat or race 4 points, exclusion from meeting 6 points. If a second/third etc. similar offence is committed during the season, the number of Championship points deducted will be doubled/trebled, etc.

45.8 Championship points will be deducted for:

<i>Offence</i>		<i>Points</i>
Failure to attend drivers briefing	G.5.3.8	1
Gaining an unfair advantage	C.2.3	2
Failure to obey an official	H.33.1.1	6
Abusive language or behaviour	C.1.1.9	9

45.9 If any of the above offences are committed a second or third etc. time in the season, the number of Championship points deducted will be doubled/trebled etc.

45.10 A penalty points system will be administered by the Clerk of the Course and the Coordinator who will, should a driver obtain nine penalty points, refer the matter to the Championship Stewards for further consideration, in accordance with championship regulations.

- 45.11 It should be noted that the penalty points system operates in addition to the normal judicial actions applied by the Clerk of the Course, Stewards of the Meeting or MSA Tribunals.
- 45.12 This list is not exhaustive and other offences may carry penalty points, which will be relayed to the driver by the Clerk of the Course following investigation.
- 45.13 In addition to 46.3, the Championship Stewards are empowered to deduct Championship points if the conduct of the driver is deemed unacceptable.
- 45.14 If a Competitor is judged to have started illegally and thus gained an advantage, or for other infringements of these Regulations, the Clerk of the Course may impose a Drive Through Penalty in accordance with MSA Regulation Q12.6.
- 45.15 The Clerk of the Course is able to impose the following penalties to any Competitor who is reported to be involved in cases of avoidable contact;
(i) During practice and / or qualifying the Competitor concerned may be Black Flagged and subsequently, may be prevented from taking any further part in that session.
(ii) During race the competitor concerned may be penalised by the way of a Drive through Penalty in accordance with MSA Regulation Q.12.6.
- 45.16.1 Any competitor who exceeds the limit of the track should only re-join when safe to do so and without gaining an advantage.
- 45.16.2 Any competitor who is deemed to have gained an advantage or who repeatedly exceeds the track limits may be penalised by way of a 'Drive through' or 'Stop/Go' penalty, in accordance with MSA regulation Q 12.6
- 45.16.3 In addition to a 'Drive Through' or 'Stop/Go' penalty the competitor may also be subject to penalties in accordance with Q 14.5
- 45.16.4 If for any reason the Clerk of the Course imposes a Drive Through Penalty, the following will apply;
(i) The Competitor will be notified as soon as possible by means of a board displayed at the start line and where possible via the timing screen. After notification has been given, the competitor must, within three laps, proceed through the pit lane without stopping and respecting the pit lane speed limit.
(ii) The onus is on the competitor to comply, and failure to do so may result in a report to the Clerk of the Course, who may impose an additional retrospective time penalty (see MSA Competitors' Yearbook 2016).
(iii) A driver must not enter the Pit Lane to serve a Drive Through Penalty during a Safety Car period. The Safety Car period is deemed to be over when the Car subject to the penalty passes the Green Flag at the Start/Finish line on the track.
(iv) Any Competitor failing to comply with this Regulation may be black flagged and excluded.

46. TECHNICAL REGULATIONS

- 46.1 The following 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.
- 46.2 For the Championship, technically identical cars - Porsche 911 GT3 Cup (type 991) will be used from a limited series, which are built on the basis of the Porsche 911 GT3.
- 46.3 Any modification or deviation not explicitly authorised in the present regulations are prohibited unless Porsche Cars Great Britain releases provisions agreed upon with the MSA, allowing or requiring additional modifications and deviations. Allowed modifications may not cause un allowed modifications.

47. SAFETY REQUIREMENTS

- 47.1 All Competitors/Vehicles must comply with the common general and technical regulations contained in sections J, K & Q of the MSA 2016 competitor's yearbook.
- 47.2 The design and fixation of the roll cage is to remain totally original and as supplied by Porsche Motorsport when the vehicle was originally built. A copy of the roll cage certificate must be provided to the Technical scrutineer prior to the championship commencing.
- 47.3 The service interval of the fuel cell (FT3 safety fuel cell, section K of the MSA 2016 competitor's yearbook) must be maintained with a copy of the documents supplied to the Technical scrutineer prior to the championship commencing.
- 47.4 Fire extinguisher - a standard fire extinguisher system is fitted to the car, which meets the provisions as set out in the MSA regulations K3, 1, 2(a). The position of the extinguisher is defined by Porsche must not be changed
- 47.5 Towing eyes - the towing eyes supplied with the car must be properly mounted and clearly marked during practice, qualifying sessions and races.
- 47.6 Drivers must wear the following items;
- (i) Clean Overalls in accordance with FIA Standard 8856 - 2000
 - (ii) Clean Underwear (with long arms and legs) in accordance with FIA 8856 - 2000
 - (iii) Clean Balaclava in accordance with FIA Standard 8856 - 2000
 - (iv) Clean Socks and Shoes in accordance with FIA Standard 8856 - 2000
 - (v) Clean Gloves in accordance with FIA Standard 8856 - 2000
 - (vi) A helmet including HANS clips in accordance with FIA regulations (attachment L to the international sporting code)

must be worn at all times during practice, qualification, and race.

(vii) A 6-point SCHROTH seat belt with FIA homologation and with FIA-standard 8853/98 must be used.

- 47.7 Frontal head restraint system (FHR)
 - 47.7.1 The use of an FIA approved FHR (HANS or other comparable device) in accordance with FIA list no. 29 is compulsory for all classification rounds and events within the championship as well as for all classification rounds outside of the championship which are organised according to these rules.
 - 47.7.2 Responsibility for the necessary modifications to the driver's equipment in order to enable the use of such a system and installation of same in accordance with the manufacturer's instructions lies solely with the participant. The respective certificate of the manufacture is to be presented at the technical scrutineering.
- 47.8 Standard seat with FIA homologation in accordance with FIA standard 8862-2009, any adjustments of the seat by removing or adding padding material are only permitted if the components of the Recaro Padding System are used.
 - 47.8.1 The removal of the entire padding system in the area of the horizontal seat is not permitted. A minimum padding thickness of 10mm must be maintained. And changes to the padding inserts in any form are forbidden.
- 47.9 A drinking system without an electric pump may be used. Prior to use it must be approved by Technical Scrutineering and the Organisers.
 - 47.9.1 A driver cool suit may be used. Prior to use it must be approved by Technical Scrutineer and the Organisers. The installation according to the manufacturer's instructions is the sole responsibility of the participant.
 - 47.9.2 Any biometric or physiological monitoring device worn by a competitor must comply with all current safety regulations and be declared to the BTCC Technical Director, who in conjunction with the BTCC Medical Director will make the final decision about its use. Any data recorded must be shared in full with the BTCC Technical and Medical Directors

48. <i>PERMITTED MODIFICATIONS AND BUILT IN COMPONENTS</i>
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- 48.1 It is permissible to carry out work on a vehicle which is part of the regular maintenance of the vehicle or which serves for the replacement of parts that have become defective as a result of wear or an accident.
- 48.2 Modifications and built-in components are only allowed within the scope defined below;

(i) Parts damaged as a result of wear or accidents may only be replaced by genuine Porsche parts, which are dedicated to the Porsche 911 GT3 Cup (Type 991).

(ii) The use of components manufactured by Porsche AG for other vehicle categories (e.g. Porsche road vehicles) is prohibited.

(iii) Standard fasteners such as screws, nuts bolts, washers, circlips spring washers, split pins may only be replaced with genuine Porsche parts.

(iv) In case of threads, the thread type, size and pitch (e.g. M8 x 1.25) are to be retained.

48.3 Every type of machining, additional fitting of seals, welding, strengthening, polishing, sanding, coating and every type of other possible change to an original part is forbidden.

48.4 The Championship technical Information and safety guideline circulars are to be strictly observed and obeyed.

49.	WEIGHT
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49.1.1 The minimum weight of the vehicle is to be 1215Kg excluding the driver and equalisation ballast. Liquids and oils are to be set within their operational levels and the car is to be fitted with declared tyres. Fuel system is to be empty as per 50.1.4.

49.1.2 At no time during free practice, Qualifying and Races must the combined weight of the vehicle and its driver be less than 1300kg. This is measured with the driver including his or her personal equipment as it is worn in the car whilst driven on track and (any driver equalization weight if applicable). Liquids and oils are to be set within their operational levels and the car is to be fitted with declared tyres. Fuel system is to be empty as per 50.1.4.

49.1.3 The Minimum weight of the driver is to be 85kg including his or her personal equipment as it is worn in the car whilst driven on track.

49.1.4 The fuel system will be defined as empty when the in-tank fuel pumps are exhausted whilst the car is sat on the PCCGB Official scale.

49.1.5 The following are to be included when checking the minimum and the combined weight of the vehicle;

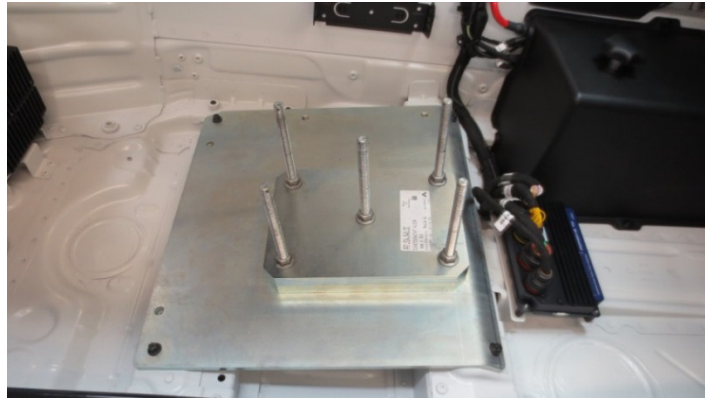
(i) Championship judicial cameras

(ii) Championship radios systems

(iii) ITV on-board cameras systems if designated to the driver.

49.1.6 To determine the weight of the driver and his or her personal equipment prior to qualifying, all drivers must present themselves to the Official Scale located in the PCCGB Technical Awning.

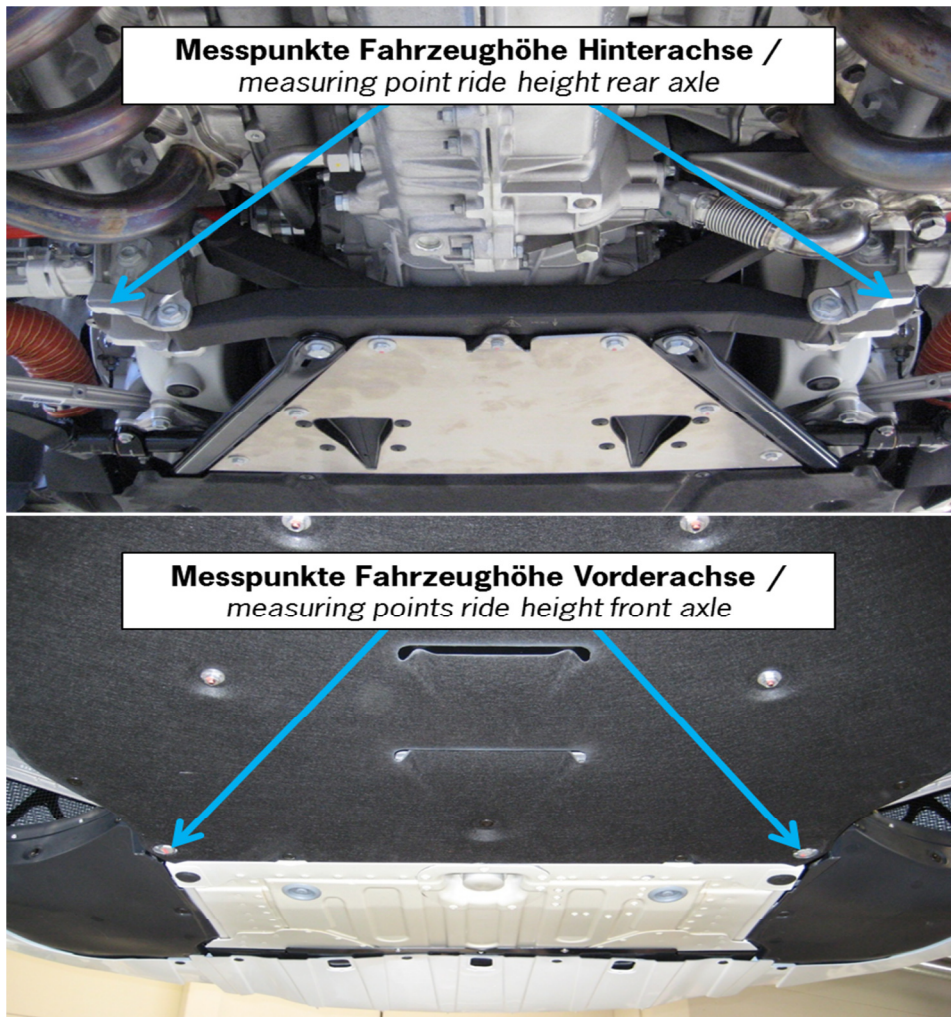
49.1.7 If the weight of the driver is less than 85kg including his or her personal equipment, then equalisation weight in the form of Porsche ballast plates must be fitted. Part number 997.504.848.00 / 997.504.848.01 / 997.848.504.02 can only be mounted on Base Plate 991.504.847.9B on the passenger side in the defined location.



- 49.1.8 Porsche ballast components must be used in an unmodified condition.
- 49.1.9 It is not permitted to install ballast in any other location.
- 49.2 The PCCGB official scales will be located in the PCCGB technical awning or nominated garage. Alternative certified scales will be nominated by the PCCGB technical team in the event of the official scales not being available.

50.	<i>GROUND CLEARANCE</i>
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- 50.1 The Minimum ride height of 78mm Front and 100mm Rear must be adhered to before, during and after Free Practice, Qualifying and Races. This is to be checked with the driver including his or her personal equipment as it is worn in the car whilst driven on track. Declared tyres are to be fitted and set to 2.0 bar (+/-0.1 bar).
- 50.2 The points of measurement are as illustrated below for both the front and rear axle;
- 50.3 To check the Front ride height then the following is to be fitted. (999.072.864.01) M12x105 bolt. This part must remain as supplied by Porsche.
- 50.4 Changing the ride height by altering the adjustment nuts on the suspension struts is not permitted during qualifying.
- 50.5 Ride height checks will be carried out at any PCCGB designated areas within the pit lane or paddock before, during or after Free Practice, Qualifying and Races.
- 50.6 The PCCGB official flat patch will be located in the PCCGB technical awning or nominated garage. An alternative flat patch will be nominated by the PCCGB technical team in the event of the official flat patch not being available.



51. BRAKES

- 51.1. Only the following brake callipers are permitted:
 LF: 991.351.427.8A
 RF: 991.351.428.8A
 LR: 991.352.427.8A
 RR: 991.352.428.8A
- 51.2 A knock-back spring is to be fitted under each piston of all brake callipers. Modification of these springs is prohibited.
 Front: 991.351.963.8A
 Rear: 991.352.963.8A
- 51.3 Only the following Front Brake Discs are permitted:
 LF: 991.351.105.8 A
 RF: 991.351.106.8A
 Racing brake pads: 991.351.942.8A
- 51.4 Only the following Rear brake Discs are permitted:
 LR: 991.352.107.8A
 RR: 991.352.108.8A
 Racing brake pads: 991.352.942.8A
- 51.5 Only the following brake master cylinders are permitted.

Front: 17.8 mm diameter (991.355.170.8C)

Rear: 17.8 mm diameter (991.355.170.8C)

52. STEERING AND SUSPENSION

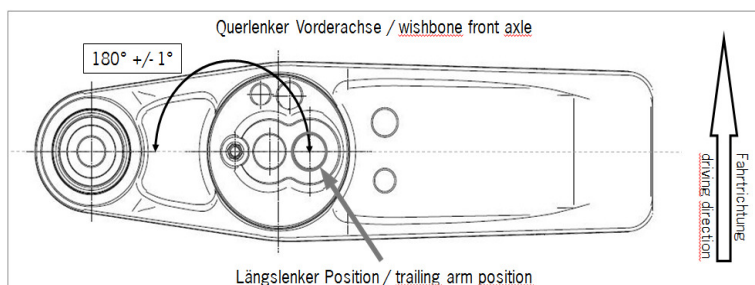
52.1 Suspension adjustments may only be changed within the limits of the existing adjustment ranges of the MY 2013 - 2016 GT3 Cup Car. All genuine Porsche GT3 Cup Car parts must be retained.

52.2 The maximum thickness of the spacer washers within the front and rear axle control arms are;

(i) Front axle: 18mm

(ii) Rear axle: 15mm

52.3 The trailing arm axle bearing points must be left in the original position in which they were delivered. Additionally the screw positions of the trailing arms at the wishbone bearing points may not be modified.



52.4 The position of the steering wheel on the front axle control arm is determined by spacer washers with a thickness of 8.5mm (991.341.613.8A).

52.5 No hub extensions are allowed.

52.6 The adjustment facility in length and height which is available as standard may be used.

52.7 The wheel base on the left and right side of the vehicle must be 2460mm +/- 15mm

52.8 It is permitted to disconnect the anti-roll bars on the condition that no parts are removed.

The bars can only be adjusted using the given range. Only the following shims maybe fitted to increase axial clearance. (991.343.761.8A/991.343.761.8B).

53. SHOCK ABSORBERS

53.1 Only the factory installed Sachs shock absorbers, bump stops and H&R springs fitted in an unmodified condition can be used;

53.1.2 Front shock absorber: 991.343.045.8D
Front bump stop: 991.343.677.8A
Front main spring 240N/mm: 991.343.531.8C
Front helper spring 75/60/43: 996.343.537.90

53.1.3 Rear shock absorber: 991.333.051.8A
Rear bump stop: 991.333.677.8A
Rear main spring 260N/mm: 991.333.531.8C
Rear helper spring 80/60/60: 997.333.537.90

- 53.1.4 The rear axle droop can be increased by adding Spacer Ring Suspension Strut (991.333.4688A/ 991.333.4688B).

54.	ENGINE
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- 54.1 Engine - the engine is a modified 3.8 litre unit based on the 911 GT3. The engine has been set up to run on unleaded 98 octane fuel (Super plus).
- 54.2 The following seals are fitted to the cars by the Championship Technical organisation.
Camshaft Cover Left
Camshaft Cover Right
Camshaft Sprocket Left
Camshaft Sprocket Right
- 54.3 Before delivery of the cars all engines will be sealed. These seals must be fitted during Free Practice, Qualifying or Races.
- 54.4 At all times, any work on the engine that requires any seal to be broken must only be undertaken with the approval of the PCCGB Technical Team. Only a member of the PCCGB Technical Team may carry out any rebuild or service work on the engine that requires a seal to be broken.

55.	EXHAUST
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- 55.1 The original screws for fixation of the exhaust system may be replaced by steel studs and hexagon nuts as shown in the photo below. Only the following parts are to be used.
4 off M10x70 8.8 (999.062.170.02)
4 off M10 Hexagon Nuts (900.377.011.01)
- 55.2 Catalytic Convertors must be fitted and in original unmodified condition as Supplied. Only the following part numbers are to be used.
L/H 997.113.021.A1
R/H 997.113.022.A1

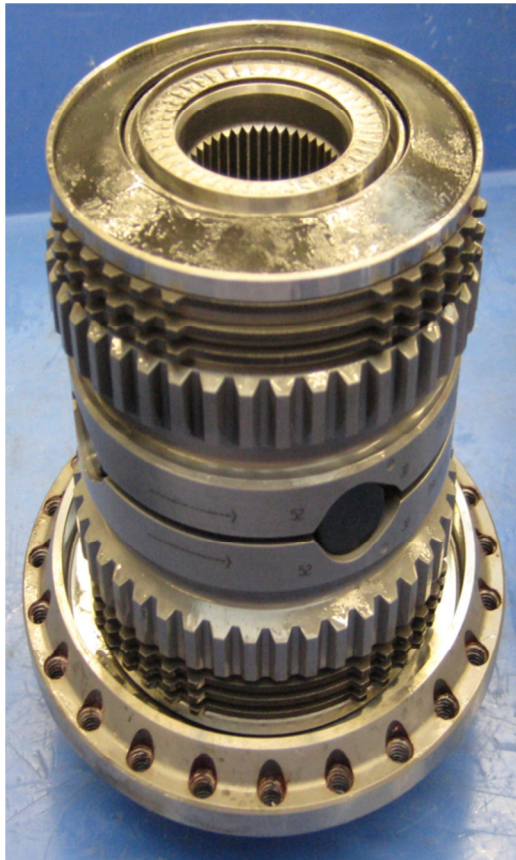


56. GEARBOX

56.1 Before delivery of the cars all differential housings will be sealed. These seals must be fitted during Free Practice, Qualifying or Races.

56.2 The differential must remain in the standard configuration that was built by Porsche AG and changes to any internal part or to the following are strictly forbidden.

- Preload washers
- Spacer washers
- Plate configuration and thickness



Tellerfeder / belleville spring
Druckring / disk ring

Außenlamelle / pressure plate
Innenlamelle / clutch disk
Außenlamelle / pressure plate
Innenlamelle / clutch disk
Außenlamelle / pressure plate
Innenlamelle / clutch disk

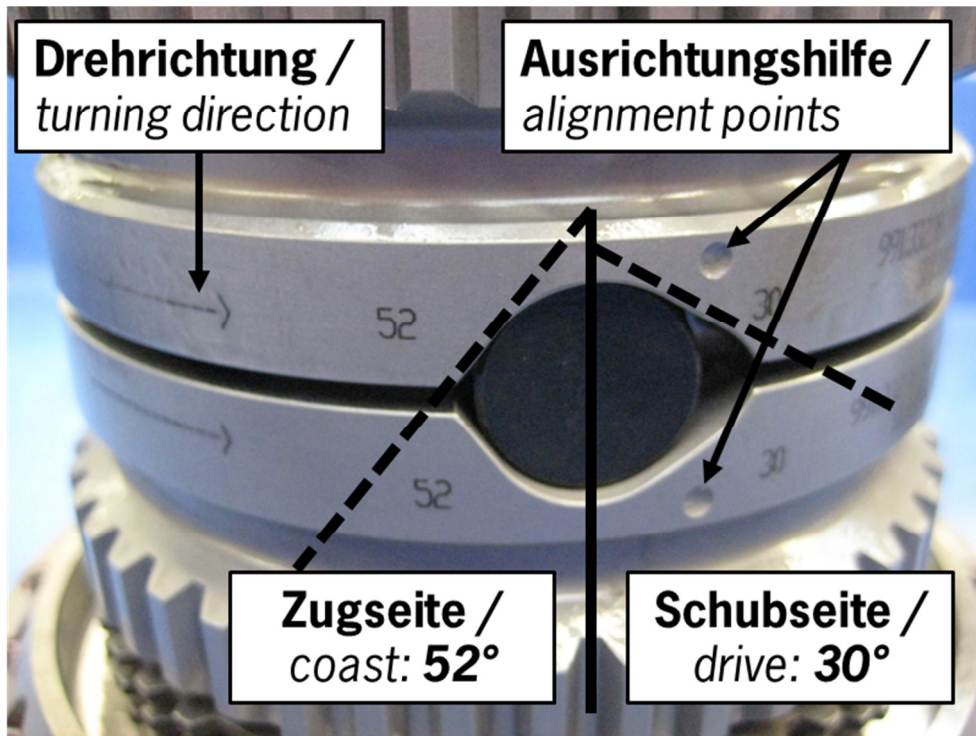
Druckstück / thrust peace
Druckstück / thrust peace

Innenlamelle / clutch disk
Außenlamelle / pressure plate
Innenlamelle / clutch disk
Außenlamelle / pressure plate
Innenlamelle / clutch disk
Außenlamelle / pressure plate

Druckring / disk ring
Tellerfeder / belleville spring

Differential Locking Cups
Differential Housing

56.3 The ramp angle of the differential lock is 52° coast and 30° drive. The ramp angles are determined from the axis of rotation.



56.4 The opening of the gearbox is allowed following the notification of the PCCGB Technical Team. A chronological description of the work carried out must be submitted to the technical scrutineer before the gearbox is sealed by PCCGB Technical Team.

56.5 Any modifications to the gearbox casings and to the internal casing surfaces, gears or gear surfaces and materials or any of the internal parts are strictly forbidden. The gearbox must remain as it was built by Porsche Motorsport AG.

56.6 The only gear ratios allowed are as follows, any changes to the following are not permitted.

Ring & pinion gear	14/22	I = 1.571
Final drive	17/41	I = 2.412
1st gear	13/41	I = 3.154
2nd Gear	17/40	I = 2.353
3rd Gear	19/36	I = 1.895
4th Gear	19/29	I = 1.526
5th Gear	24/30	I = 1.250
6th Gear	34/35	I = 1.029

57. LUBRICATION AND COOLANT

57.1 Engine oil:
Mobil 1 0W-40 engine oil is to be used.
No Additives are permitted.

57.2 Engine Coolant:
Porsche Motorsport Coolant part no: 997.106.907.90 is to be used.
No additives are permitted

57.3 Gearbox oil:
Mobilube 1SHC 75W-90 transmission oil is to be used.
No Additives are permitted.

57.4 There must be a minimum of 3 litres of transmission oil in the gearbox at all times.

58.	TYRES
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- 58.1 Only tyres obtained from Michelin (Protyre) are permitted to be used during Free Practice, Qualifying and the races.
- 58.2 The tyre pressure is left to the discretion of the competitor. The recommendations and instructions of Michelin, must be adhered to at all times.
- 58.3 Only Atmospheric air is to be used as a filling medium.
- 58.4 Any heating, chemical or mechanical treatment is not permitted. The removal of rubber pickup and stones is permitted.
- 58.5 The use of heated covers, materials or other means to change the temperature of tyres before, during or after free practice, Qualifying and Races is prohibited.

59.	TYRE ALLOCATION
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- 59.1 The maximum amount of new slick tyres that a driver can use throughout the season is 21 sets.
- 59.2 It is mandatory that a minimum of 3 sets of new slicks are declared during the following weekends.
Rounds 1 and 2 of the 2016 PCCGB (Brands Hatch Indy).
2016 World Endurance Championship Support Races.
(Final allocation will depend on the race distance and the decision of Michelin/PCCGB technical team is final).
- 59.3 Should a 2016 registered competitor change teams part way through the season then he/she will carry over his/her tyre allocation.
- 59.4 The quantity of wet tyres is unlimited.

60.	DECLARATION OF TYRES
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- 60.1 A minimum of 2 sets of new slick tyres must be declared (excluding mandatory requirements) per Race Weekend which includes free practice, Qualifying and Races.
- 60.2 A maximum of 3 sets of new slick tyres can be declared per Race Weekend which includes free practice, Qualifying and Races.
- 60.3 A maximum of 5 sets of slick tyres can be declared per Race Weekend, this allocation must be achieved by using new and previously declared tyres.
- 60.4 The Quantity and serial numbers of tyres must be declared on the appropriate Porsche Carrera Cup form and submitted to PCCGB technical team before the first practice session commences for that race weekend. Once submitted the Quantity and serial numbers of the declared tyres are final.
- 60.5 All tyres must be clearly marked with the car's competition number on the side wall and be visible when stored on a tyre trolley, only declared tyres must be in the pit lane during free practice, Qualifying or Race.
- 60.6 **Definition of Previously Declared Tyres.** The tyre must have been declared as new from the driver's allocation and used during a PCCGB qualifying session or race.

61.	REPLACEMENT OF DAMAGED TYRES
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- 61.1 If a competitor should need to replace a damaged declared tyre with a new tyre after Qualifying or Race 1 (of the weekend) that competitor will start from the back of the grid for the following race of that race weekend.
- 61.2 A competitor may replace a damaged tyre with a previously declared tyre from his/her allocation providing it was declared before the first practice session for that race weekend without penalty.
- 61.3 Only the damaged tyres maybe replaced.
- 61.4 Damaged tyres can only be replaced once agreed by the PCCGB Technical Team.
- 61.5 The replacement tyre must be declared on the appropriate Porsche Carrera Cup form and submitted to PCCGB technical team within 2 hours of Qualifying Session Ending or 2 hours prior to Race 2 (of the weekend).

62.	FUEL
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- 62.1 The only fuel that is permitted will be made available by a supplier that will be chosen by the Championship Organisers in accordance with MSA regulations.
- 62.2 Refuelling during free practice, Qualifying and Races is forbidden.
- 62.3 The PCCGB Technical scrutineer is authorised to take fuel samples from all participating cars at any time of the event. The car must have a minimum of 3 litres of fuel in the tank for sampling before, during or after free practice, Qualifying and Races whilst under Parc Ferme Conditions.
- 62.4 No Additives are permitted.
- 62.5 The temperature of the fuel in the car will be taken at the fuel tank.

63.	NOISE TEST
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- 63.1 Noise limit will be measured in accordance with MSA Regulation J Chart 5.18.
- 63.2 The maximum permitted level for this method of measurement will be 93dB(A) at 2.0m / 105dB(A) at 0.5m with the engine at 75% maximum rpm.

64.	SEALS
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- 64.1 Seals will be fitted by the PCCGB Technical team in the following positions
 - Camshaft Cover Left
 - Camshaft Cover Right
 - Camshaft Sprocket Left
 - Camshaft Sprocket Right

 - Differential Housing

 - Bosch Motronic Engine ECU

65.	RADIO
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- 65.1 The use of any kind of radio-based information transmission other than the PCCGB RACEIVER system (e.g. radio or telemetry) in the vehicle is forbidden.
- 65.2 The driver must be connected to the PCCGB RACEIVER during qualifying and the races. This enables the driver to receive instructions from the race director or the PCCGB Technical Team from the assembly area until the car is parked in the Parc Fermé area.
- 65.3 The choice of headwear for radio reception from the earplug port to the driver is optional, however the mounting of fixed speakers within the drivers helmet must comply with the FIA helmet regulations. In the case of any ambiguity, the driver must provide proof that components used are suitable for use in the vehicle (fire protection, etc).
- 65.4 Any modifications to the radio system are strictly forbidden.
- 65.5 The radio system must only be used for the drivers to receive information from the race director or the Carrera Cup organising team.

66.	DATA
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- 66.1 Use of the factory fitted data recording system manufactured by Cosworth is mandatory. The Cosworth system is assigned to the chassis number and must not be exchanged. A lap trigger to define the lap time will be set up at each circuit by the PCGB Technical Team.
- 66.2 All recorded data relating to the free practice, qualifying or races must be made available to the PCCGB Technical Team or Technical Scrutineer.
- 66.3 The installation of the steering angle sensor and/or brake pressure sensors and the expansion of the memory to 4Mb are permitted. Only components supplied by Cosworth can be used.
- 66.4 Any additional electrical connection to the vehicle wiring harness is forbidden and the use of any other electronic device within the vehicle is forbidden.
- 66.5 The dash board warning and shift lights are for the sole purpose of warning the driver of a potential vehicle malfunction and must not be modified to give the driver any performance enhancement.
- 66.6 No computers or test equipment are permitted in the pit lane during qualifying or the races other than those used by the PCCGB Technical Team or Technical scrutineer.
- 66.7 The PCCGB Technical Team and the Technical scrutineer reserves the right to check or exchange the Bosch electronic control unit or record engine data at any time.

- 66.8 The PCCGB Technical Team reserves the right to re-program the electronic control units and to reseal the plug-in connector for reading the electronic control units at the start of the event.
- 66.9 Once the Bosch connector is sealed connecting to the Bosch electronic management system fitted to the vehicle is not permitted.

67.	<i>CAMERA</i>
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- 67.1 Only PCCGB Championship judicial cameras and ITV on-board cameras are to be fitted for Qualification and Races.
- 67.2 Once fitted, the cameras must not be tampered with. The on-board cameras remain the property of PCCGB and ITV. These must be returned at the end of the event.
- 67.3 Competitors will be charged for the repair or replacement of the cameras due to accident damage, misuse or loss at any time.

68.	<i>BODYWORK</i>
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- 68.1 The bodywork must remain in the condition in which it was delivered when the car was new.
- 68.2 For low ambient temperatures the radiator entry ducts in the front bumper may be blanked to increase the operating temperature. Only Black Tank Tape may be used.
- 68.3 Adding tape to any join or edge on the bodywork or the underside is prohibited. Taping the original fuel filler flap on the wing is permissible.

69.	WINDSCREEN, WINDOWS AND VENTILATION
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- 69.1 To protect the windscreen, tear-off screens may be fitted to the windscreen. The fitting has to be controlled and approved by technical scrutineering and must be removed on request of the PCCGB Technical Scrutineer.
- 69.2 Only the genuine side and rear windows (in accordance with ISC of the FIA, appendix J) are to be used as supplied by Porsche.
- Door window
- Left: 991.542.511.8B / 991.543.511.8C
- Right: 991.542.512.8B / 991.543.512.8C
- Rear side window
- Left: 991.543.511.8A / 991.543.511.8C / 991.543.511.8F
- Right: 991.543.512.8A / 991.543.512.8C / 991.543.512.8F
- Rear window : 991.545.111.8A

- 69.3 Only the factory-fitted ventilation pipe (NACA-intake on the front opening hood) is permitted for cockpit ventilation. The ventilation of the windscreen must not be affected. For additional ventilation of the passenger compartment only the existing original ventilation openings in the rear back windows are permissible.
- 69.4 The dimension of the NACA-intake may be changed by taping in order to regulate the air inlet into the passenger compartment.

70.	REAR WING
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- 70.1 The position of the wing may only be changed within the specified range of the rear wing pylons. All parts must be unmodified and as supplied with the Porsche 911 GT3 Cup.

71.	ADDITIONAL REMARKS
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- 71.1 None of the seals or markings applied to the cars must be damaged, altered or copied. All authorised modifications must serve the intended purpose only, should any dispute arise over the interpretation of the regulations, the final decision of their meaning will be made by the Championship Stewards.
- 71.2 The Championship Organisers reserves the right to impound and seal any vehicle or any of its associated parts at the end of any race weekend and send to the Porsche Motorsport Technical workshop for further scrutineering in accordance The competitor has the right to be present during the examination however the failure to attend the technical inspection will deem that they agree with the findings should a non-compliance be issued. The collection of the vehicle will be the responsibility of the competitors.
- 71.3 At the last race of the season each competitor must return all transponders, camera harness and brackets to the PCCGB Technical Team. Any items damaged or not returned will be liable for a £500 fine per item.

72.	VEHICLE DESCRIPTION
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- 72.1 Porsche 911 GT3 Cup, Model Year G 2016 (Type 991)
See Appendix 6.

3.	COMMERCIAL UNDERTAKINGS
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- 73.1 The following Commercial Regulations are "contractual" between the Entrant and / or Driver and the Organisers and / or Promoters and are not considered by MSA. Accordingly, the application of these Commercial Regulations by the Organisers and / or Promoters will not be subject to the Judicial processes of either the Championship Stewards and / or the MSA / MSC.

74.**PENALTIES**

- 74.1 A breach of any of the Commercial Undertakings may result in a fine, up to a maximum of £1,000 for each offence, being imposed by the BTCC Coordinator or the Championship Coordinator. Championship registration will be temporarily suspended until such payment has been received. A serious or continual breach of any of the Commercial Undertakings may render the Entrant/Driver ineligible for competition, in which case, participation in the Championship by that Entrant/Driver will be entirely at the discretion of the BTCC Coordinator and the Championship Coordinator.

75.**TOCA PASSES**

- 75.1 TOCA passes will be issued to each registered Entrant/Driver for his/her sole use and these will be valid for every round of the Championship. Entrants/Drivers shall make applications for passes by completing the Vehicle/Staff Information Form and returning it to the Championship Coordinator by Monday 29 February 2016. See Appendix 3. The BTCC Coordinator will not process Vehicle/Staff Information Sheets unless they are fully complete. Submission of an incomplete form or late return of the form to your Championship Coordinator, may result in no passes being available for the first Event and the withholding of an Entrant's/Driver's entry.
- 75.2 TOCA passes are issued on condition that the person or organisation to whom they are issued waives any and all claims it may have now or in the future and releases from all liabilities and agrees not to take any legal action and to always hold harmless, BARC (TOCA) Ltd and their employees, agents and representatives and servants, the MSA, the Race Organisers, the Promoters, the Venue Owner, the Championship Coordinator, any participating team and all employees, agents, servants and contractors thereof for any personal injury, death, damage or loss of any kind that the pass holder may sustain as a result of or in connection with the pass holder's presence within the venue. This indemnity does not apply insofar as injury or death is caused as a result of the negligence of the party seeking an indemnity.
- 75.3 Entrants/Drivers will be required to sign for receipt of their TOCA passes. By accepting the issue of these passes, the Entrant/Driver is deemed to agree to abide by the pass conditions and to undertake the obligation to advise each person to whom they are issued of the pass conditions and to ensure the observance thereof.
- 75.4 TOCA passes are issued subject to the following conditions;
(i) A TOCA pass may only be used to gain access to the areas indicated on the face of the pass. Any person found within a restricted area without the appropriate pass may be removed from the venue immediately and/or have any pass held by them withdrawn (without prejudice to any other remedy TOCA may have under the terms of Regulation 6.3.),
(ii) A TOCA pass may only be used by the Entrant/Driver to whom it is specifically issued. It is forbidden to alter or deface passes in any way or to allow a pass to be used to

authorise the entry of more than one person at each Event,
(iii) TOCA passes must not be removed from their official lanyards and must be worn around the neck of the person to whom it is issued so as to remain clearly visible at all times. It is forbidden to combine with or enclose a TOCA pass within a wallet or holder of any kind (unless supplied by TOCA or the Championship Organisers) or to attach additional items of any kind to it,
(iv) TOCA reserves the right to request further proof of identity in addition to a TOCA pass,
(v) TOCA at all times reserves the right to refuse admission to the venue or access to a designated area to any person, notwithstanding that such person may have been issued with an appropriate TOCA pass.

- 76.5 TOCA passes remain at all times the property of TOCA and may be issued, altered or withdrawn at any time at the absolute discretion of the BTCC Coordinator in conjunction with the Championship Coordinator. Passes that have been withdrawn will not, unless under exceptional circumstances, be returned to the person to whom they were originally issued.
- 76.6 TOCA, in conjunction with the Championship Coordinator, reserves the right to remove immediately from the venue any person who is found to have violated the pass conditions contained in these Commercial Undertakings and/or to withdraw permanently a TOCA pass issued to such person and/or to take or institute legal proceedings against that person.
- 76.7 All registered Entrants/Drivers are fully liable for any personnel and vehicle passes issued to them by TOCA and/or received on the Entrant's/Driver's behalf. The misuse of any passes allocated to an Entrant/Driver will result (without prejudice to any other action which may be taken by TOCA under the terms of these Commercial Undertakings) in TOCA imposing a fine of £1,000 for each act of misuse of the pass together with the confiscation of the pass concerned for such period of time as the Administrator shall deem appropriate.
- 76.8 Each Entrant/Driver must attend official Championship pre-season test day on Wednesday 23 March 2016 to collect their TOCA passes in person.
- 76.9 Each Entrant/Driver must also attend this Championship pre-season test day with their intended Paddock vehicle for the 2016 season and erect their awning (if applicable) for measurement by the BTCC Paddock Team. Passes will not be issued until the plot size has been measured and agreed by TOCA.
- 76.10 If a Championship registration is withdrawn, all passes issued in connection with that registration must be returned to the Championship Coordinator. Any lost/mislaid passes will be subject to a penalty of £25.00 per pass multiplied by the number of remaining rounds.
- 76.11 TOCA passes will not be replaced if they are lost/mislaid unless they have been stolen and a copy of the police report relating to that offence is submitted to the BTCC Administration Office.

77. Paddock Regulations

- 77.1 The amount of space requested on each Vehicle/Staff Information Sheet will not necessarily be the space granted to an Entrant by BTCC, who will assess individual requirements at the Championship pre-season test day on Wednesday 23 March 2016. Each team will be permitted one transporter and awning to be parked in their designated Paddock area. Any Entrant requiring an additional awning must make a request in writing to the Championship Co-ordinator prior to the first Event. Only Entrants running more than four cars will be permitted an additional awning. Entrants running three or more cars may be permitted additional space for a Support Vehicle/flat patch. Awnings are not permitted on Support Vehicles. Please refer to Regulation 38.5 regarding the mandatory provision of fire extinguishers.
- 77.2 Any amendment to the vehicle and/or awning size required must be notified, via the Championship Coordinator, to the BTCC Paddock Team for their approval prior to use.
- 77.3 The space allocated by BTCC is granted for the preparation of race cars and team catering. It is expressly forbidden to use this space as a hospitality area or trade site area.
- 77.4 Motorhomes/caravans and private cars are not permitted within the Paddock at any venue unless in exceptional circumstances and with the prior written approval of the BTCC Coordinator.
- 77.5 No hospitality/entertaining will be allowed by Entrants/Drivers within the Paddock. Teams may use an area at the rear of their awning specifically for Team catering only.
- 77.6 Only small four-wheeled motorised Paddock vehicles which are authorised by TOCA may be used within the Paddock. These vehicles may only be used during authorised times and when driven by a current full road traffic licence holder for race team related business. Recreational use is strictly prohibited. For the avoidance of doubt all two-wheeled transport is banned from the Paddock. Please note that private cars and vans are not considered as Paddock vehicles. Motorised Paddock vehicles may only be used within the venue during the period from 2 (two) hours prior to the first scheduled track activity until 1 (one) hour after the last track activity on each day of the Event, including the Paddock set-up day. There is a total ban on their use outside these times.
- 77.7 There is a speed limit of 10mph in the Paddock at each venue. The only movement of race cars permitted in the Paddock is on the way to the Assembly Area and on the way back from Parc Fermé with a current full road traffic licence holder seated in the Driver's position and in control of the car.
- 77.8 Tailgates on transporters must remain closed at all times except when loading and/or unloading your race cars.
- 77.9 Entrants/Drivers will be issued with a specific time to park up their race transporters in the Paddock at each Event. Access to the Paddock outside your parking-up time is forbidden, unless the express written permission of your Championship Coordinator

(after consultation with the BTCC Coordinator) has been obtained to park up at a different time.

Verbal permission from circuit employees will not be accepted.

- 77.10 When a race transporter is parked in position in the Paddock at an Event it is expressly forbidden to remove it from its Paddock space until after the start of the third BTCC race of an Event, unless the express permission of the BTCC Coordinator or his appointed representative has been obtained to remove it earlier. Awnings may not be dismantled until after the start of the second BTCC race of an Event.
- 77.11 Hard covers should protect any pipes, wires or cables trailing from motorhomes, transporters and/or generators where they will be crossed by pedestrians and/or vehicles.
- 77.12 All health and safety regulations as well as any such directives issued by the Championship and/or the venue must be met at all times.
- 77.13 It is an offence for any person to ride or drive any motor vehicle on the roads or other public areas under the control of the venue promoters unless they are covered by third party insurance. It is a condition of registration that such insurance is in place. A copy of the policy must be lodged with the Championship Coordinator before the first Event of the season.
- 77.14 A fine of a minimum of £500 may be levied for any infringement of Paddock Regulations contained in these Commercial Undertakings at the absolute discretion of the BTCC Coordinator or the Championship Coordinator. Each registered Entrant/Driver is responsible for the payment of fines incurred by all vehicles entering the Paddock/Pits on their behalf. The decision of the BTCC Coordinator or the Championship Coordinator in respect of this additional penalty shall be final with no appeal to the MSC National Court.

78. TIMETABLE REGULATIONS

- 78.1 Should any Championship have less than 15 (fifteen) registered Drivers at an Event then BTCC reserves the right to re-schedule their race either first or last on the race day timetable at the next Event.
- 78.2 BTCC reserves the right to amend the race day timetable at its discretion.
- 78.3 Entrants/Drivers should listen carefully to the Paddock tannoy announcements and their Championship Coordinator regarding the time they are required in the Assembly Area. In ideal conditions the timetable may be brought forward and Entrants/Drivers may be called to the Assembly Area earlier than originally scheduled. Entrants/Drivers are warned that they will miss their qualifying session or race if they are not ready in the Assembly Area when the cars are released.

79. RADIOS

- 79.1 Radio frequencies used by an Entrant/Driver, team member, manufacturer and/or any of their suppliers must be licensed for use in the UK by the appropriate regional office of the Radio communications Agency. The BTCC Coordinator must be notified prior to the start of the season of the Radio Frequency to be used by the Entrant/Driver, team members, manufacturers and/or any of their suppliers. A copy of the Licence or Short Term Hire Agreement for the frequency must also be submitted. The BTCC Coordinator reserves the right to request production of the original Licence/Short Term Hire documentation to verify the use of any frequency by an Entrant/Driver, team member, manufacturer and/or any of their suppliers at any time during the season.
- 79.2 The Entrant/Driver, team member, manufacturer and/or any of their suppliers must at all times comply with the terms and conditions specified from time to time by the Radio Communications Agency for the use of their radio frequency.
- 79.3 In the event that a frequency used by an Entrant/Driver, team member, manufacturer and/or any of their suppliers interferes with a frequency used by a local emergency service or other third party the Entrant/Driver, team member, manufacturer and/or supplier shall forthwith change its radio frequency to a non-conflicting frequency to the satisfaction of the BTCC Coordinator and in accordance with the requirements and prior approval of the Radio Communications Agency. The Entrant/Driver, team member, manufacturer and/or any of their suppliers will be suspended from qualifying and racing until a change of frequency has been effected and a copy of the approval of the Radio Communication Agency submitted to the BTCC Coordinator.
- 79.4 If an Entrant/Driver, team member, manufacturer and/or any of their suppliers wish to change their frequency they must first obtain approval from the Radio Communications Agency and submit a copy of such approval to the BTCC Coordinator.
- 79.5 It is not permitted to scramble radio speech transmissions or encode them in any way.

80. TELEVISION

- 80.1 By entering the Championship, competitors are obliged to assist Porsche Cars Great Britain in the promotion of the Championship including the television coverage. All competitors are obliged to assist the nominated TV Production Company in the filming of the Championship through the granting of interviews when requested and other reasonable requests of the TV Production Company or Porsche Cars Great Britain. Competitors must ensure they are wearing their race suit when giving interviews.
- 80.2 Cars must carry an in-car or on-board camera at the sole request of the Championship Coordinator and allow this equipment to be fitted at any time at the reasonable request of the TV Production Company. No other in-car video or film cameras will be permitted without the written authority of the Championship Coordinator.

- 80.3 Competitors selected to carry an in-car camera are required to display a Championship Logo in front of the camera. No other advertising will be permitted in the cockpit or in front of the camera. Nor must the camera be moved once installed.
- 80.4 Any competitor and/or anyone connected with a competitor or team is prohibited from trying to influence the editorial decision of the TV Production Company in connection with the Championship as it is shown on television.
- 80.5 All television rights are property of Porsche Cars Great Britain. Any broadcasts, rebroadcasts or reproduction without the express written permission of Porsche Cars Great Britain is strictly forbidden.
- 80.6 All cars must carry a Championship on-board Judicial camera. The onus is on the competitor to ensure this Judicial camera is switched on and recording for all Races. This must be done not before each two-minute race start signal. No other in-car video, still or motion picture cameras will be permitted without the written authority of the Championship Coordinator and such permission will usually be withheld.
- If the judicial camera is not switched on the Competitor/Team will incur a fine of £1,000 each and every offence.

81. TEAM FILMING / FOOTAGE

- 81.1.i) Teams may only undertake their own 'behind the scenes' filming, providing written permission - clarifying what content you wish to film & where you intend to use it (i.e. team website etc.) - is first be obtained from;
- Alan Gow, BTCC SERIES DIRECTOR (alan.gow@btcc-toca.com)
David Francis, ITV SPORT BTCC DIRECTOR (david.francis@itv.com)
James MacNaughton, PCGB MOTORSPORT MANAGER
james.macnaughton@porsche.co.uk)
- 81.2 Media Accreditation, via the team, must also be applied for from Dan Mayo (danjmayo@me.com), stating the intention of the person or crew to film video footage, not stills photography.
- If approved final accreditation for each event must be applied for by the filming team, directly through each circuit. This includes the requirement to sign on with the circuit at each event. They will issue you with a bib, which must be worn when filming or the camera operator will be ejected from the circuit.
- 81.3 Absolutely no filming is allowed in the pit-lane, the grid, Parc Fermé, assembly area or Toca technical area. You are not permitted to film any part of the races or any moving race cars - at any time, or from any location.
- Teams will, subject at all times to the foregoing, be permitted to film in and around the garages, paddock areas, spectator and trade areas, transporters, hospitality & motor homes. Garage filming must only be from within the garage, not from the pit-lane looking in.

81.4 Film crews must remain cognisant of the ITV crew, who have priority at all times.

81.5 Film crews may film the podium but only from behind the ITV crew and not obscure or hinder ITV's filming of the podium.

81.6 A positive image of the BTCC and its competitors sponsors and officials must be portrayed at all times. TOCA and ITV reserve the right to immediately withdraw any permission granted, should they deem it preferable and/or necessary to do so.

81.7 Any filming or material obtained that goes outside these guidelines will result in the immediate withdrawal of any further permissions to the team for the rest of the season.

81.8 ON-BOARD FOOTAGE:

In accordance with 6.6.5, Teams may use short clips of footage (up to 2 minutes in total) taken from the Judicial Cameras in Free Practice 1 or 2, on the following terms;

1. A complete lap cannot be shown - it must be interspersed with other angles or footage. No more than 30 seconds of continuous footage at any one time can be used.

2. Any on-board footage containing vision or sound of anything out of the ordinary, negative or untoward - particularly regarding another competitor - cannot be used (e.g. another car spinning off, or having an incident or mechanical failure etc).

81.9 ITV FOOTAGE REQUESTS

81.10a Requests for internet/sponsor (non-broadcast) use:

Written permission to obtain ITV footage needs to be sought from;

James MacNaughton, PCGB MOTORSPORT MANAGER

(james.macnaughton@porsche.co.uk)

David Francis, ITV SPORT BTCC DIRECTOR (david.francis@itv.com)

For ITV footage to be shown on a dedicated BTCC driver or team's official website or affiliated YouTube/media channel, or to be shown at a team or sponsor function etc, the following rules apply:

ITV has exclusive UK broadcast rights on all race footage for 7 days after each event. From the eighth day following each event (usually a Monday), drivers and teams are then allowed to use short (up to 5 minute) clips of ITV race footage on their sites, free of any rights fee. However, technical fees will apply as outlined in this document.

No BTCC/ITV footage can be broadcast on random 'YouTube' or suchlike Internet sites, but can be broadcast on your individual dedicated team/driver/sponsor website or official YouTube site.

Footage supplied by ITV must have the ITV Sport graphic 'bug' applied on any use. The graphic bug will be supplied along with the footage and must be used top left or right as appropriate, throughout the use of the ITV footage.

81.10b Requests for television broadcast use:

Written requests must be made to;
James MacNaughton, PCGB MOTORSPORT MANAGER
(james.macnaughton@porsche.co.uk)
Alan Gow, BTCC SERIES DIRECTOR (alan.gow@btcc-toca.com)
David Francis, ITV SPORT BTCC DIRECTOR (david.francis@itv.com)

ITV has exclusive UK broadcast rights on all race footage, in all media, for 7 days after each event.

From the 8th day following the event (usually a Monday);

Footage to be broadcast on any UK & Eire television broadcast companies (i.e. BBC, SKY, CHANNEL 5 etc.) or any other medium must not be used without explicit agreement from Alan Gow and ITV. Rights clearance will need to be obtained from ITV (paul.Johnson2@ITV.com) and a rights-fee will also apply.

Footage to be broadcast on any medium outside of the UK & Eire, must first obtain rights clearance from Alan Gow. However, the actual footage must still be acquired from ITV.

Circuits using footage to advertise their BTCC event will not be charged a rights-fee but may incur the technical costs of providing footage.

81.11 HOW TO OBTAIN ITV MATERIAL & TRANSFER COSTS:

Written permission from Alan Gow needs to be provided to David Francis at ITV and Steve Knee at Cloudbass.

You can then obtain BTCC footage from ITV Sport via Cloudbass (their media provider).

There is a charge of £200 per 'session' to cover their time and costs in accessing/transferring the archive and fielding requests. This 'session' reasonably covers the quantity of footage from two TOCA events - up to 1TB which is equivalent to 1000mins in some codec's. However, requests made at the end of the season for footage from the entire season will be charged as ten separate sessions, i.e. £2000 for a whole season's worth of footage.

Cloudbass will need a 'drive' to put the footage on. They can supply a 1TB drive for £100, which you then keep. Alternatively you can either send them (at your cost) a blank drive of suitable size ready for use (minimum 1 TB and free of other material), or hand-over your drive in person to a member of Cloudbass at the TV compound on Friday or Saturday of a BTCC event only with prior warning. If you intend to hand-over a drive at an event, you must let David Francis know - via email - by the close of business on the Thursday preceding an event.

Footage will be transferred in the days following a race weekend with the aim to send out drives on the Wednesday. There is a charge of £10 p&p to post out your drive from Cloubass, or you can arrange to collect from Steve Knee at Cloubass (address as below) from Wednesday afternoon onwards. All costs are plus VAT.

Footage will only be released once ITV have written permission from Alan Gow which can be obtained via James MacNaughton, PCGB MOTORSPORT MANAGER (james.macnaughton@porsche.co.uk)

Along with the footage on the drive will be an ITV Sport graphic 'bug' - this must be used top left or right as appropriate over the images & throughout the use of the ITV footage.

Steve Knee, MD Cloubass. (sk@cloubass.com)
Cloubass, Unit 1, Bradley Park, High Holborn Road, Ripley. DE5 3NW
T: +44 (0) 1773 744485

81.12 The use of any ITV Sport footage is always subject to the following:

1. Written permissions (by email) as detailed above.
2. Footage must be acquired directly from ITV and not filmed or downloaded from a TV screen or illegal feed of the ITV or any other programme.
3. The DUNLOP EDIT is for use by media channels as determined by Simon Melliush (BTCC Press Office). This is not for use in part by drivers, teams or sponsors by way of obtaining footage.
4. ITV Sport on-screen logo and all graphics must always remain.
5. No digital alterations or enhancements of ITV footage is permitted; for example to mask or pixilate signage or graphics etc.
6. No BTCC related footage can be broadcast on 'YouTube' or suchlike, other than from your individual dedicated team/driver/sponsor channel or website.

82. ADVERTISING

82.1 Products that are not permitted to be advertised on UK television are also prohibited. The Championship Coordinator reserves the right to censor any advertising which may be deemed unsuitable.

83. AT CHAMPIONSHIP MEETINGS AND OFFICIAL TEST SESSIONS

- 83.1 The stickers and livery of the Championship, its vehicles and its sponsors companies must be displayed in type and size as specified by Porsche Cars Great Britain. Drivers may apply their own stickers/livery only in areas specified in Appendix 1.
- 83.2 All surfaces which have not been claimed for stickers by Porsche Cars Great Britain, it's sponsor companies or used for the application of starting numbers, are free for use. Conflicting sponsor's stickers must be approved by the Championship Coordinator in advance and the position and size and colours (if approved) will be at the discretion of the Championship Coordinator.
- 83.3 In order to qualify for points, prize money and bonus awards, competitors must (provided that these items are available at the event);
- (i) Carry the correct Championship decals on their race cars in the positions indicated in Appendix 1.
 - (ii) Have their transporter fitted with a minimum of two flagpoles, six metres high. Prior to the start of the season the Championship will supply a Championship Flag free of charge to each team to be flown on one flagpole and the other flagpole may carry a team flag.
- 83.4 Each competitor will receive 3 complete sets of the Championship Livery thereafter they will be required to purchase their liveries. Official decals must be supplied by the nominated official livery supplier. Where a vehicle is used for other race championships outside of Carrera Cup Great Britain they are not permitted to carry any of the Carrera Cup Great Britain decals.

84. MISCELLANEOUS

- 84.1 End of Season award winners are required to attend the Championship Awards Evening on a date and at a venue to be advised. Failure to attend may result in the withholding of prizes and/or awards and/or prize money.
- 84.2 The final top 3 drivers from the Pro class and the first placed driver from the Pro-Am1 class will also be required to attend the Porsche Night of Champions event which is held in Weissach, Germany in December. Travel and accommodation costs for each driver will be covered by Porsche Cars Great Britain. If a driver is eligible to bring a guest, the guest's travel and accommodation costs will not be covered by Porsche Cars Great Britain.
- 84.3 In signing the Championship Registration Form each driver agrees that Porsche and the sponsors of the 2016 Championship may make use of his/her activities and successes in motorsport for any advertising, publicity and public relations purposes. The driver and entrant also agree that in any advertising or promotion with which they are associated the full Championship title will be used at all times.
- 84.4 The Championship Organisation will supply each driver 2 Championship fireproof badges which must be attached to the driver's race suits as specified in Appendix 5

- 84.5 The Championship Coordinator can order the driver's exclusion from either the complete series or further individual races for the following;
(i) Advertising for commercial competitors of the series sponsors

CONTACTS

85. GOVERNING BODY

- 85.1 The Motor Sports Association Limited
Motor Sports House
Riverside Park
Colnbrook
Slough
SL3 0HG

Telephone: 01753 765000

86. TOCA Ltd

- 86.1 Dan Mayo
17 White House Grove
Elvington
York
YO41 4AL

Telephone: 01904 607320

87. PORSCHE CARS GB

- 87.1 Porsche Cars Great Britain
Bath Road
Calcot
Reading
RG31 7SE

88. PORSCHE CARS GB LTD MOTORSPORT MANAGER AND CHAMPIONSHIP COORDINATOR

- 88.1 James MacNaughton
Porsche Cars Great Britain Limited
Bath Road
Calcot
Reading
Berkshire
RG31 7SE

Telephone: 01189 252732
Mobile: 07771 883 753
Email: james.macnaughton@porsche.co.uk

89. PORSCHE CARRERA CUP GREAT BRITAIN MOTORSPORT SUPPORT STAFF

- 89.1 Darioush Gheissari - Assistant Manager
Porsche Cars Great Britain Limited
Bath Road

Calcot
Reading
Berkshire
RG31 7SE

Telephone: 01189 165012
Mobile: 07876 254244
Email: darioush.gheissari@porsche.co.uk

89.2 Emily Brooks - Event Planner
Porsche Cars Great Britain Limited
Bath Road
Calcot
Reading
Berkshire
RG31 7SE

Telephone: 01189 252722
Mobile: 07823 534368
Email: emily.brooks@porsche.co.uk

90. PORSCHE MOTORSPORT TECHNICAL TEAM MANAGER

90.1 Stuart Woollen
Porsche Cars Great Britain Limited
Bath Road
Calcot
Reading
Berkshire
RG31 7SE

Telephone: 0118 916 5092
Mobile: 07471 147670
Email: stuart.woollen@porsche.co.uk

91. PORSCHE CARRERA CUP GB PRESS COORDINATOR

91.1 TBC

92. ELIGIBILITY/SAFETY SCRUTINEER ALAN CLANCY

93. CHAMPIONSHIP CLERK OF THE COURSE RAY SUMNER

94. PADDOCK LAYOUT TEAM

94.1 Derek Weller
MSO
The Garden House
Cromwell Road
Great Glen
Leicestershire
LE8 9GU

Telephone: 01162 593808
Mobile: 07850 905573

95. ORGANISING CLUB

95.1 BARC
 Thruxton Circuit
 Andover
 Hants
 SP11 8PN

 Telephone: 01264 882200
 Fax: 01264 882233

96. CIRCUITS

96.1 Brands Hatch
 Motor Sport Vision
 Brands Hatch Circuit
 Fawkham
 Longfield
 Kent
 DA3 8NG

 Telephone: 01474 872331
 Fax: 01474 874766

96.2 Croft
 Croft Promosport Ltd
 Croft Circuit
 Croft on Tees
 North Yorkshire
 DL2 2PN

 Telephone: 01325 721815
 Fax: 01325 721819

96.3 Knockhill Racing Circuit Ltd
 By Dunfermline
 Fife
 KY12 9TF

 Telephone: 01383 723337
 Fax: 01383 620167

96.4 Oulton Park Circuit
 Little Budworth
 Tarporley
 Cheshire
 CW6 9BW

 Telephone: 01829 760301

96.5 Silverstone Circuit
 Towcester
 Northants
 NN12 8TN

 Telephone: 01327 857271
 Fax: 01327 857633

96.6 Snetterton
 Motor Sport Vision
 Snetterton Circuit
 Snetterton
 Norwich
 NR16 2JU

 Telephone: 01953 887303
 Fax: 01953 888220