2017 Ginetta Racing Drivers Club Plus

Sporting, Technical and Commercial Regulations and Registration Document

An MSA recognised racing championship registered by:

The British Automobile Racing Club Limited
Thruxton Motor Racing Circuit, Nr Andover, Hampshire, SP11 8PN

www.barc.net

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1 SPORTING REGULATIONS - GENERAL

1.1 TITLE & JURISDICTION:

1.1.1 The 2017 GINETTA Racing Drivers Club Plus (GRDC+) is organised and administered by the British Automobile Racing Club Ltd (BARC) in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FiA) and these Championship Regulations. The organisers reserve the right to issue additional statements clarifying items in the rules and regulations and all such statements will be issued to all registered drivers by posting to the address details on the registration form.

1.1.2	MSA Championship Permit No:	CH2017 / R121
1.1.3	Race Status:	National B
1.1.4	MSA Championship Grade:	C

1.2 OFFICIALS:

1.2.1	Championship Co-ordinators:	Hayley Hickmore	Ginetta
1.2.2	Deputy Championship Coordinator:	Ashley Gallagher	Ginetta
		Simon Laughlin	Ginetta
1.2.3	Licenced Eligibility Scrutineer:	Ron Humphreys	BARC
1.2.4	Championship Stewards:	Dennis Carter	BARC
		Bill Coombs	BARC
		Dale Wells	BARC
		Guy Woodward	BARC

Any three of the above may reach a decision.

1.2.5	Championship Clerk of the Course:	Andy Butler

1.3 COMPETITOR ELIGIBILITY:

1.3.1 Entrants must be fully paid up valid membership card holding members of the BARC and must be in possession of a valid 2017 MSA Entrants Licence.

1.3.2 Drivers and Driver/Entrants must be fully paid up valid racing membership card holding Racing Members of the BARC, be Registered for the Championship and be in possession of valid MSA Competition (Racing) NATIONAL 'B' STATUS Licence (minimum), with the exception of the Championship event held at Zandvoort, where a National 'A' licence will be required.

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

1.3.4 GRDC+ eligibility is defined by the following criteria:
a) Having raced for no more than three full racing seasons
b) Having not ever held an International racing licence
The Championship Organisers retains the right to accept or decline entries on a case by case basis

1.4 REGISTRATION:

1.4.1 All competitors must register for the championship by returning the Drivers Registration Form in full to the Co-ordinator prior to 12 noon on March 31st 2017. Registrations are accepted on a "first come first served basis". The Championship Co-ordinators reserve the right to accept registrations after this date. Acceptance of registration and the terms thereof is at the discretion of the Championship Co-ordinator.

1.4.2 The Drivers Registration Form must be completed in full, signed by the competitor, and if applicable by the Entrant / Team and be accompanied by the Drivers Registration Fee in full, in order to be considered.

1.4.3 There is no Drivers Registration Fee for the 2017 Ginetta Racing Drivers Club Plus (GRDC+).

1.4.4 Registration numbers will be the permanent Competition numbers for the Championship and will be allocated by the Championship Co-ordinator. Numbers 1 through to 10 are reserved for Championship Organisers use and may not be assigned by anyone other than the Co-ordinator.

1.4.5 The Organisers empower Ginetta Cars Ltd on their behalf to accept or refuse any entry or registration and withdraw a registration at any time, should the inclusion of the competitor or team be deemed in his/her absolute discretion not to be in the best interests of the Championship.

1.4.6 Registrations will be accepted from 1 November 2016 until further notice.

1.4.7 Guest Competitors may be permitted to make guest appearances at the sole discretion of Ginetta Cars Ltd and subject to such conditions as the Coordinator may stipulate from time to time but subject to meeting the requirements of Sporting Regulation 1.3.2. As a condition of registration and entry, no guest driver will be able to score points or be awarded prize money in the Championship. The driver of any Guest / Celebrity Car entered on behalf of Ginetta Cars Ltd need not comply with the membership requirements of regulation 1.4.1. Otherwise, all regulations of this championship must be observed.

1.5 CHAMPIONSHIP ROUNDS:

1.5.1 The 2017 GRDC+ 18 rounds as follows:

1.5.2 GRDC+

Rounds	Date	Venue
1,2,3	15,16 April	Oulton
4,5,6	27,28 May	Snetterton
7,8,9	10,11 June	Silverstone
10,11,12	8,9 July	Zandvoort
13,14,15	5,6 August	Brands GP
16,17,18	23,24 September	Donington GP

1.5.3 In accordance with MSA regulation D11.1. the organisers reserve the right to amend the published list of dates and rounds, in which case, all registered competitors will be informed of the amendments by Official Bulletins posted to the address specified on the Official Registration Form.

1.6 SCORING:

1.6.1 Points will be awarded to Competitors listed as classified finishers in the Final Results as follows:
35, 30, 26, 22, 20, 18, 16, 14, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1, plus 1 for pole position and 1 for fastest race lap

1.6.2 The totals from all qualifying rounds run will determine the final championship points and positions for the GRDC+ Class.

1.6.3 All rounds (6rounds, 18 races) will count towards the overall 2017 championship.

1.6.4 Ties shall be resolved using the formula in Regulation Q3.4. of the 2017 MSA Yearbook.

1.6.5 Any guest car entered on behalf of Ginetta Cars Ltd will not be eligible to score points and the car will be ignored for points purposes in the final race classification.

1.7 AWARDS:

1.7.1 All awards are to be provided by Ginetta Cars Ltd

1.7.2 Trophies per Championship Round: 1st, 2nd , 3rd GRDC+ category. Any guest car entered on behalf of Ginetta Cars Ltd will qualify for Championship trophies. Cars entered within the invitation class will not be eligible for championship trophies.

1.8 Ginetta G40 Challenge Championship Prizes:

1.8.1 1st - Season Entry to the Protyre Motorsport Ginetta GT5 Championship
1.8.2 2nd - Half price entry to the Protyre Motorsport Ginetta GT5 Championship
1.8.3 3rd - £1000 inc vat parts credit 2017

1.8.4 Trophies - Championship: 1st, 2nd & 3rd, Teams Award

1.8.5 Championship trophies will be presented at the annual Ginetta Awards evening. Any such recipient failing to attend may not be eligible to receive any prizes.

1.8.6 Bonuses: In the event of a bonus scheme or schemes being introduced, all registered competitors will be informed by official bulletin

1.9 Presentations:

1.9.1 Garlands and trophies are to be provided for presentation at the end of each race or at an end of the meeting presentation ceremony. Prize money and bonuses shall be posted to the Entrants within 21 days of the results being declared final after each round.

1.10 Entertainment Tax Liability:

1.10.1 In accordance with current government legislation, Ginetta Cars Ltd is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women and account to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsmen/women. That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or Eire. This means that, as the organiser, Ginetta Cars Ltd is required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents.

1.10.2 Under certain circumstances, it may be possible for competitors to enter into an agreement with the Inland Revenue to limit the tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before the payment is due.

1.10.3 For further information contact:- HMRC Personal Tax International, Foreign Entertainers Unit, St John's House, Merton Road, Liverpool L75 1BB. Tel: 0151 472 6488 F 0151 472 6483.

2 SPORTING REGULATIONS - JUDICIAL PROCEDURES

2.1 ROUNDS:

2.1.1 In accordance with Section C of the current MSA Yearbook and these regulations

2.2 DRIVING STANDARDS:

2.2.1 Breaches of driving standards during practice or race will be dealt with firmly.
The Clerk of the Course may at his discretion, wish to review any evidence in order to assist with his enquiry into an alleged breach of driving standards and accordingly, he may order that the results remain provisional and may take judicial action at a later date.

2.2.2 The Championship Organisers may also, within 14 days of the meeting and provided that the results have remained provisional, be entitled to request the Championship Stewards to enquire into the matter, notwithstanding that the Clerk of the Course and/or the Stewards of the Meeting may or may not have already investigated the incident. The Championship Stewards will be empowered to take further action if they deem it necessary which could include exclusion from part or all of the 2017 Championship.

2.3 CHAMPIONSHIP:

2.3.1 In accordance with Section C of the current MSA Yearbook and these Regulations.

3 SPORTING REGULATIONS - CHAMPIONSHIP RACE MEETINGS & RACE PROCEDURES

3.1 ENTRIES:

3.1.1 The Championship Registration Form that includes the race Entry Form will be issued to all applicants by the Championship Organisers.

3.1.2 Entrants are responsible for sending in fully completed Registration Forms, signed by the competing Entrant and competitor. The Championship Co-ordinator reserves the absolute right to accept registration/entries.

3.1.3 Any withdrawal of entry or amendments to an entry must be notified to the Championship Co-ordinator in writing. If changes are made after publication of Entry Lists with Final Instructions, the competitor concerned must apply for approval of acceptance by the Stewards of the Meeting before signing-on.

3.1.4 Entry for each round shall be £870.00 + vat. All payable to Ginetta Cars.

3.1.5 Incorrect or incomplete entries (Including Driver to be Nominated Entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Meeting receives the missing or corrected information or fee.

3.1.6 Qualification races will be held at the discretion of the Organisers.

3.1.7 Reserves are to be nominated on the Final List of Entries published with Final Instructions or Amendment Sheet Bulletins. All reserves will practice and replace withdrawn or retired entries in Reserve Number order irrespective of class. If any Reserves are given Grid Places prior to issue of the first Grid Sheets for any round the times set in practice shall determine their grid positions. If Reserves are given Grid Places after publication of the Grid Sheet and prior to cars collecting in the Official "Assembly Areas" they will be placed at the rear of the Grid and will be started WITHOUT any time delay. Otherwise they will be held in the pit lane and be released to start the race after the last car to start the GREEN FLAG LAP or last car to take the start has passed the startline or pit lane exit, whichever is the later. Such approval to start MUST be obtained from the Clerk of the Course.

3.2 BRIEFINGS:

3.2.1 Organisers should notify Competitors of the times and locations for all briefings in the Final Instructions for the meetings by bulletin prior to the event. Competitors must attend all briefings. Any competitor who fails to attend or arrives late at any briefing may be penalised in accordance with MSA Regulations.

3.3 QUALIFYING:

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

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

3.4 SCRUTINEERING PROTOCOL:

3.4.1 The Championship Organisers will appoint a permanent Series Licenced Eligibility Scrutineer who, with his team, will be responsible for the scrutineering of the vehicles for the qualifying sessions and races of the Championship in accordance with Regulation 1.2.

3.4.2 For scrutineering, the competitor must present the competing vehicle and mandatory competitor safety equipment. The vehicle must be submitted as used in the Championship and must correspond to all applicable Technical Regulations.

3.4.3 A completed Ginetta Cars Technical Passport for the vehicle must be correctly submitted.

3.4.4 Aside from the official safety scrutineering, the vehicles may also be eligibility scrutineered during and after the Event. Vehicles will be selected at the sole discretion of the Licenced Eligibility Scrutineer and/or his nominated representative. The Licenced Eligibility Scrutineer and/or his nominated representative will

make random checks in addition to scheduled scrutineering checks for vehicle eligibility throughout Events. Any infringement will be subject to a report to the Championship Clerk of the Course.

3.4.5 Competitor's must comply with the directives of the Licenced Eligibility Scrutineer and/or his nominated representative in respect of scrutineering and of re-scrutineering after the Event.

3.4.6 After each qualifying session and race the vehicles must be presented directly for scrutineering. Any area deemed necessary by the Licenced Eligibility Scrutineer and/or his nominated representative will be subject to Parc Fermé conditions with no exceptions. This will usually include the track from the Finish Line to the scrutineering area, the waiting area in front as well as the track from the scrutineering area to Parc Fermé, but all areas may be used if necessary.

3.4.7 Public and team personnel must not enter Parc Fermé unless invited by the Licenced Eligibility Scrutineer and/or his nominated representative. Should unauthorised team personnel be present in these areas, they render their car liable to exclusion from the qualifying session or race. On request of the Licenced Eligibility Scrutineer, the Parent or Legal Guardian of the competitor will be permitted in Parc Fermé.

3.4.8 Cars may be held in Parc Fermé for a minimum of 20 (twenty) minutes after each qualifying session and race until released by the Series Eligibility/Safety Scrutineer.

3.4.9 At any time the Championship Organisers reserve the right to scrutineer any component or vehicle in the presence of the permanent Licenced Eligibility Scrutineer or one other scrutineer at the Ginetta Cars workshop or at a service partner. An invited member of the team may also be present. Removal of components from the car may be required at the Event or at the Ginetta Cars workshop at the discretion of the Licenced Eligibility Scrutineer. After thorough scrutineering of the parts, the result will be submitted to the Championship Clerk of the Course.

3.4.10 In the case of a breach of the Technical Regulations or a breach of the procedure surrounding the Technical Regulations, any costs associated with scrutineering and/or eligibility inspections (including, but not limited to transportation, checks, inspections, rebuilds, etc.) will be the sole responsibility of the competitor.

3.4.11 The assembly and dismantling of the vehicle(s) is solely the responsibility of the competitor. Reimbursement of expenses for these measures may not be claimed. Exceptions to this may include appeal / protest according to the current MSA Competitors' Yearbook.

3.4.12 The Championship Organisers will allocate a rolling road dyno truck that may be used to assist the Licenced Eligibility Scrutineer At any time the Championship Organisers or Licenced Eligibility Scrutineer the right to test a vehicle on the allocated rolling road dyno machine. The Licenced Eligibility Scrutineer may use any data from the rolling road dyno machine. Competitors must be willing to sign any associated indemnities to allow their car to be tested on the rolling road dyno.

3.4.13 In the event of a car being dyno tested after a qualifying session or race the competitor will be informed by the Licenced Eligibility Scrutineer. The car must then be left in Parc Fermé until it is collected by a designated Ginetta official.

3.5 QUALIFICATION CRITERIA:

3.5.1 Any competitor who has not raced over the course in its current layout within the preceding 12 months must complete three practice laps in the car to be raced in order to satisfy the Clerk of the Course as to his competence. The Clerk of the Course and/or Stewards of the Meeting shall have the right to exclude any competitor whose qualifying times and / or driving are considered to be unsatisfactory, as per MSA Regulations.

3.5.2 Each competitor's fastest qualifying time will determine the grid for the first Championship race at this Event. Grid formation for the second race will be based on the race result of race 1. Where three races are scheduled at one event, the starting grid for the third race will be formed from the finishing order of the second race, as published by the official timekeepers after Judicial actions. However a number between eight and ten of the highest placed finishers in race 2 will be picked at random by either the winner of the second race or someone nominated by the Championship Coordinator. This number will then determine the number of finishers from the second race who will have their grid positions for the third race reversed. All other classified finishers will be allocated grid positions in accordance with their finishing order from the second race. At rounds where the GRDC+ are amalgamated with the Ginetta GT5 Challenge, the grid shall be formed in class order, with all Ginetta GT5 Challenge cars going at the front of the grid.

3.5.3 During the course of any qualifying session, all competing cars must remain in the Pit Lane while not on the track. 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.

3.5.4 After taking the Chequered Flag, competitors are required to progressively and safely slow down, remain behind any competitor's ahead of them and proceed directly to the designated Parc Fermé area without stopping unless directed by an Official of the Meeting. Cars must remain in the designated Parc Fermé area until formally released by the Licenced Eligibility Scrutineer.

3.5.5 Any stationary cars 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.

3.5.6 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 driver standings. Where there is a tie on points, the competitor with the best result in the previous round will take priority. In either case, cars in the GRDC+ class will be placed at the rear of their own championship grid in the event of a combined grid race.

3.5.7 In the event of a partial qualifying session being run, grid order for any competitor who failed to set a time will be formed at the rear of the grid, and based on Championship driver standings, cars in the GRDC+ class being placed at the rear of their corresponding grid.

3.5.8 In the event of Qualifying not being ran at the first round of the championship, the grid will be formed based on championship race number in ascending order for race one, and will then be reversed for race two. In the event of a third race the finishing order from race two will form the grid. At rounds where the GRDC+ are amalgamated with the Ginetta GT5 Challenge, the grid shall be formed in class order, with all Ginetta GT5 Challenge cars going at the front of the grid.

3.6 RACES:

3.6.1 The standard minimum scheduled race distance shall be 15 minutes whenever practicable but should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the Meeting it shall still count as a full points scoring round.

3.6.2 Wherever possible, the scheduled race times for an event, where three (3) rounds are scheduled in one weekend, will be three 15 minute races.

3.6.3 Regardless of the circumstances, once a driver has received mechanical assistance to move their car from one position to another they may not continue within that particular session or race even if after being moved in to a position of safety they are able to continue.

3.7 RACE STARTS:

3.7.1 All race start countdowns are to have a minimum elapsed period of 5 minutes from the time that all cars are released to form up on the grid to the start of the green flag lap(s) in the formation as specified on the Track Licence for each circuit.

The countdown procedures/audible warnings sequence shall be:
All starts will be Standing Starts:

2 minutes to start of Green Flag/Pace Lap - Close Pit lane exit / Clear Grid Warning/Grid Closed

1 minute to start of Green Flag/Pace Lap - Start engines/Clear Grid

30 seconds - Visible/audible warning start of Green Flag Lap imminent

Green Flag - Start of green flag lap

3.7.2 Any cars removed from the grid after the 3 minute stage or driven into the pits on the Green Flag Lap shall be held in the pit lane and may start the race after the last car to take the start from the grid has passed the startline or the pit lane exit, whichever is the later.

3.7.3 Any competitor unable to start the Green Flag/Pace Lap or Race Start is required to indicate their situation as per MSA Regulation G53. and any competitor 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.

3.7.4 Excessive weaving to warm up tyres - using more than 50% of the track width and falling back in order to accelerate and practice starts - is prohibited.

3.7.5 A 5 second board will be used to indicate that the grid is complete. The red lights will be switched on 5 seconds after the board is withdrawn.

3.7.6 In the event of any starting lights failure the starter will revert to the use of the National Flag once all competitors have been briefed by officials.

3.8 QUALIFYING / RACE STOPS:

3.8.1 Should the need arise to stop any qualifying session, RED LIGHTS will be switched on at the Startline and RED FLAGS will be displayed at the Startline and at all Marshals Signalling Points around the Circuit. This is the signal for all competitors to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pit lane.

3.8.2 Should the need arise to stop any race, RED LIGHTS will be switched on at the Startline and RED FLAGS will be displayed at the Startline and at all Marshals Signalling Points around the Circuit. This is the signal for all competitors to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the starting grid which will automatically become a Parc Fermé area.

3.8.3 Cars should not enter the Pits unless directed to do so or unless repairs are necessary. Cars which are in the pit lane or who enter the pit lane may ONLY re-start from the pit lane (not the grid) after all other cars have re-started. Non-runners at the time of the stoppage (which have been recovered) can re-start from the pit lane behind those referred to above.

3.8.4 Case A - Less than two laps completed by Race Leader

3.8.5 The race will be null and void. The race will re-start from the original grid positions. Competitors unable to take the re-start may be replaced by nominated reserves who will start from the pit lane in reserve number order and in front of any other pit lane starter. Gaps on the grid should not be closed up and the length of the re-started race will be determined by the Clerk of the Course.

3.8.6 Case B - More than two laps completed by Race Leader but less than 75% of Race Distance:

3.8.7 The race will restart from a grid set out by the finishing order of part one (as per Q5.4.3) and the result of the race will be the finishing order of the restarted race. The grid becomes a Parc Fermé area and work on cars already in the Pits must cease when a race is stopped and work may only take place under the control of Licenced Eligibility Scrutineer. The length of the re-started race will be determined by the Clerk of the Course.

3.8.8 If the leader has completed more than 75% of the race distance or duration it shall not usually be re-started (as per Q5.4.3). If not re-started the results will be based on the order of crossing the finish line at one lap less than at the time of first showing the Red Flag. Only cars which are under their own power at the showing of the Red Flag will be classified.

3.8.9 If a race cannot be run or re-started at a venue for any reason, all attempts will be made to provide an additional race at another event. In the event of the race being run at another venue, only competitors on the original grid sheet will be eligible to take part, and the original grid from the cancelled round shall be used.

3.9 RE-SCRUTINY:

3.9.1 All vehicles reported involved in contact incidents during practice or race must be re-presented to the Licenced Eligibility Scrutineer before continuing in practice or race.

3.9.2 At any time during an Event, the Championship Clerk of the Course may order that a vehicle be re-examined, even if this involves stopping a vehicle while qualifying or racing. Failure to comply with Regulations during a qualifying session or failure to comply with the directions of race officials to undertake a check will result in the loss of that competitor qualifying times to that point in the session.

3.9.3 If a competitor is involved in a collision or incident, he / she 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.

3.9.4 A competitor must remain available at an Event 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.

3.9.5 Competitor cars may not be removed from the Paddock during an Event after scrutineering except for the purpose of competing in the rounds comprised in the Event or with the prior written permission of the Licenced Eligibility Scrutineer and Championship Clerk of the Course. The Licenced Eligibility Scrutineer may require the competitor's car to be re-scrutineered at any time.

3.10 PITS & PITLANE SAFETY:

3.10.1 Pits: Entrants must ensure that the MSA, Circuit Management and Organising Club

3.10.2 Safety Regulations are complied with at all times.

3.10.3 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 competitors to take all due care and drive at minimum speeds in pit lanes.

3.10.4 Refuelling: It is not permitted to refuel in the pit lane during qualifying and races.

3.11 RACE FINISHES:

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

3.12 RESULTS:

3.12.1 All Practice Timesheets, Grids, Race Results are to be deemed PROVISIONAL until all vehicles are released by the Licenced Eligibility Scrutineer after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures.

3.13 TIMING MODULES:

3.13.1 All competitors will be required to fit an Electronic Self Identification Module (Transponder) as per Q12.2.1. to their car for the purposes of accurate timing. Holders for these and detailed fitting instructions will be issued with the transponders and it will be the responsibility of the competitor to fit these in the car in the position and manner specified. The Modules must be in place and functioning correctly for all Championship qualifying practice sessions and races. The setting and servicing of these items must only be carried out by properly authorised MSA licensed Timekeepers. Competitors will be charged by the timing company for replacement of the Modules due to misuse or loss at any time during the season.

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

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

3.14 SAFETY CAR:

3.14.1 The Safety Car will be brought into operation in accordance with MSA Regulations [Section Q Appendix 2] to neutralise a race upon the sole decision of the Clerk of the Course. The Safety Car will be driven by an experienced circuit driver (in accordance with GR G5) and will carry an observer capable of recognising all competing cars and who is in permanent radio contact with race control.

3.14.2 The Safety Car, yellow/amber lights illuminated, will normally join and exit the circuit from the pit lane and the Safety Car boards will be shown initially from the start-line. If these locations are to be varied specific written instructions and verbal briefings will be issued detailing the exact locations to be used.

3.14.3 On the order from the Clerk of the Course, the Safety Car will join the circuit with its revolving lights on, regardless of where the race leader is.

3.14.4 When the order is given to deploy the Safety Car a waved yellow flag and "SC" board will be displayed at the start finish line. The waved yellow flags and "SC" boards will flow around the circuit in both directions, as an adjacent post displays both their waved yellow flag and "SC" board. This system may be supplemented by a message being simultaneously broadcast to all marshals' posts if such a communication system is available.

3.14.5 Flashing yellow lights may also be used at the start-line and at other points around the circuit.

3.14.6 All competing cars, when notified of the Safety Car intervention (by the flag signals, "SC" boards, or by any other means) will reduce speed and line up behind the Safety Car, no more than 5 car lengths apart, and maintaining the same speed as it. Overtaking or overlapping of any other competing car during a Safety Car intervention is forbidden. Overtaking of a Safety Car is forbidden unless the particular competitor concerned is signalled to overtake the Safety Car by the observer in the Safety Car.

3.14.7 When ordered to do so by the Clerk of the Course, the observer in the Safety Car will wave past any cars between the Safety Car and the race leader. These cars will continue at reduced speed and without overtaking until they reach the line of cars behind the Safety Car.

3.14.8 While the safety car is in operation, competing cars may enter the pit lane, but may only re-join the track when signalled to do so and not when the safety car and the line of cars following it are about to pass or are passing the pit exit. A car re-joining the track must proceed at an appropriate speed until it reaches the end of the line of cars behind the Safety Car.

3.14.9 The Safety Car will remain in operation until at least the majority of competing cars on the circuit are lined up behind it.

3.14.10 When the Clerk of the Course calls in the Safety Car it will extinguish the yellow/amber flashing lights prior to exiting the circuit. This would normally be such that a minimum of 25% of a lap for circuits over 2 miles and 50% of a lap for circuits under 2 miles should be completed by the Safety Car with its lights extinguished.

3.14.11 Following the safety car extinguishing its lights, and prior to passing the green flag, the race leader will maintain the pace set by the Safety Car. The race leader will dictate the pace and, if necessary, fall more than five car lengths behind it. In order to avoid the likelihood of accidents before the safety car returns to the pits, from the point at which the lights on the car are extinguished competitors must proceed at a pace which involves no erratic acceleration or braking nor any other manoeuvre which is likely to endanger other competitors or impede the restart.

3.14.12 As the Safety Car is approaching the pit entry, the green flag will be displayed at the start finish line and the "SC" board withdrawn. Following this display of the start signal yellow flags and "SC" boards at the marshals posts will be withdrawn and be replaced with a waved green flag for one lap. The waved green flag will flow around the circuit in both directions, as an adjacent post displays their waved green flag. This system may be supplemented by a message being simultaneously broadcast to all marshals' posts if such a communication system is available. Overtaking remains strictly forbidden until the start signal at the start/finish line is passed.

3.14.13 The first three (3) laps completed under the Safety Car will not be counted as race laps. After the completion of the third intervention lap, any further laps undertaken will be counted as race laps.

3.14.14 Under certain circumstances the Clerk of the Course may ask the Safety Car to use the pit lane. In this case, and provided its yellow/amber lights remain illuminated, all cars must follow it into the pit lane without overtaking. Any car entering the pit lane under these circumstances may stop at its designated garage area.

3.14.15 The Championship Clerk of the Course may impose a penalty upon any competitor or team who he considers has gained an unfair advantage whether inadvertently or not from a breach of these Safety Car Regulations. In the event that one competitor breaches these Safety Car Regulations for the benefit of another competitor then both may be penalised.

3.15 DRIVING STANDARDS:

3.15.1 Any competitor who is reported to be involved in cases of contact, which in the opinion of Officials is avoidable, may be subject to the following immediate penalties:

3.15.2 During practice and / or qualifying: The competitor concerned will be Black Flagged and may be prevented from taking any further part in that session

3.15.3 During race: The competitor concerned will be penalised by way of a drive through penalty in accordance with MSA Regulation Q12.6.

3.15.4 A drive through penalty being imposed will be notified by the use of a Black Flag or Black Flag and Penalty Board and must be taken within 3 laps of the notification being given. It will involve the competitor entering the pit lane, observing the pit lane speed limit between the 'in' and 'out' control lines, and exiting the pit lane to re-join the race, without stopping at his / her pit.

3.15.5 Failure to comply with the imposition of a drive through penalty, will result in the car being black flagged and may result in exclusion from the race in question

3.15.6 In the event that a penalty described above cannot be imposed for operational reasons during a race (i.e. within 5 minutes of the end of a race), the competitor concerned may be given a 30 second elapsed time penalty (and relative Licence Penalty Points) as an alternative.

3.16 SPARE CARS:

3.16.1 Replacement cars may only be permitted with the express permission of the Clerk of the Course and a Championship Coordinator. The presentation of a spare car for scrutineering must be done in accordance with the regulations set out within the current MSA Yearbook.

3.16.2 A competitor using a replacement car will incur a 20 point reduction in the Championship points.

3.16.3 A replacement car is considered to be any car other than that which was originally scrutineered for a particular event for the specific competitor. This includes cars scrutineered for use by other competitors.

3.17 ADDITIONAL SPORTING REGULATIONS ISSUED FOR THE CHAMPIONSHIP:

3.17.1 Any competitor competing in the Championship may be called before a meeting of the Championship Stewards who, at their discretion, may take further action that could include exclusion from part or all of the 2017 Championship.

3.17.2 The organisers of the Championship are determined to create a championship which is cleanly fought and with good sportsmanship prevailing.

3.17.3 Breaches of driving standards will be firmly dealt with. If the Championship Clerk of the Course wishes to view any video evidence and / or data logging evidence in order to assist with his enquiry into a breach of driving standards he may order that the results remain provisional and he may take judicial action at a later date (A63 applies). However, the use of video evidence and/or data logging evidence in all circumstances is at the sole discretion of the Championship Clerk of the Course.

3.17.4 Any competitor found guilty of a driving offence which generates penalty points under C2.1.5 will also have championship points deducted proportional with the severity of penalty imposed. Any deduction of championship points will be five times that of the associated license penalty points. i.e. formal written reprimand 10 points, fine or time penalty 15 points, exclusion from practice, heat or race 20 points, exclusion from meeting 30 points.

3.17.5 In addition to the penalties laid down in these regulations the Championship Stewards are empowered to deduct Championship points if the conduct of the competitor is deemed unacceptable.

3.18 CAMERAS:

3.18.1 All cars must carry a Championship on-board judicial camera during all official qualifying sessions and races.

3.18.2 Competitors participating in the championship must purchase a championship judicial camera. It is the Entrants responsibility to ensure that the judicial camera is fitted and operational during all official qualifying and races.

3.18.3 Eligible judicial cameras for use within the Championship are as follows:
Go Pro HD Hero
Go Pro HD Hero 2
Go Pro HD Hero 3 White Edition
Go Pro HD Hero 3 Silver Edition
Go Pro HD Hero 3 Black Edition
Go Pro HD Hero 4
Go Pro HD Hero 5

3.18.4 The above cameras must be used in conjunction with the "Go Pro 3-Way Pivot Arm" and Ginetta manufactured roll cage mount.

3.18.5 GRDC+ Class are permitted to use the V box system, however no other cameras are permissible

3.18.6 Details of the specification, installation and operating procedures for the judicial camera are available from Ginetta Cars.

3.18.7 The camera data storage device (data card) will be distributed by a Ginetta official prior to qualifying and races. The onus is on the competitor to ensure the card is fitted and the Judicial camera is switched on and recording for all official qualifying sessions and races. For any camera which is not switched on, the Competitor will incur a fine of £250 for each and every offence.

3.18.8 Judicial cameras must be switched on not before three minutes prior to leaving the assembly area. The camera will then be switched off, and have the data cards collected by a Ginetta representative in the Parc Fermé after the session has been completed. It is the competitors responsibility to ensure that the data card has been collected before the car has left Parc Fermé. If in the event of a car not being recovered to Parc Fermé the camera must be left running until a Ginetta representative has been to collect it.

3.18.9 During qualifying and races, the only camera permitted in the car will be the official judicial camera as supplied by Ginetta. The only exception to this will be a camera fitted by the television production company. This footage is to be used for judicial purposes, it is at the sole discretion of the Clerk of the Course as to whether competitors will have access to this footage after judicial procedures have been completed.

3.18.10 Any judicial footage released by the clerk as per regulation 3.18.9 is subject to Ginetta cars copyright and may be used for the purposes of driver training.

3.18.11 It is not permitted for any camera to stream judicial footage during or after any official session or be distributed through any form of media, this includes internal use. Any infringement of the above will be subject to a £500 fine.

3.19 CHAMPIONSHIP RACE PENALTIES:

3.19.1 INFRINGEMENTS OF TECHNICAL REGULATIONS:

Arising from post practice Scrutineering or Judicial Action:

Minimum Penalty: The provisions of MSA Regulation C3.3.

Arising from post-race Scrutineering or Judicial Action:

Minimum Penalty: The provisions of MSA Regulation C3.5.1. (a) and (b).

3.19.2 For infringements deemed to be of a more serious nature the Clerk of the Course and/or the Stewards of the Meeting are to invoke the provisions of MSA Regulation C3.5.1. (c).

3.19.3 Infringements of non-technical MSA Regulations and the Sporting Regulations issued for the Championship.

3.19.4 As per current MSA Judicial Procedure Regulations and these Championship Regulations.

4 TECHNICAL REGULATIONS – ALL CARS

4.1 INTRODUCTION:

4.1.1 The following Technical Regulations are set out in accordance with the MSA specified format.

4.1.2 Everything that is not explicitly authorised and anything that is not specified:
(i) in these regulations
(ii) in the workshop manual/nomenclature relating to the Ginetta Challenge Championship
(iii) in any official technical bulletin that may be published is strictly forbidden.

4.1.3 Each Ginetta GRDC road/ race car is manufactured to an identical OEM (Original Equipment Manufacturer). In the interests of fairness and safety, competitors may not depart from this specification under any circumstances, other than as specified within these regulations.

4.1.4 Ginetta GRDC cars are all manufactured to one OEM. Cars produced prior to mid-2015 must fit and run Air conditioning which must be in working order.

4.1.5 All Ginetta manufactured parts and in particular body panels must be supplied by Ginetta Cars Ltd (or in the case of force majeure a supplier nominated by the organisers) and fitted in their original position.

4.1.6 Whilst the Licenced Eligibility Scrutineer is empowered to check all competing vehicles for compliance and has been provided with the data to determine the continuing eligibility of each car, the onus of responsibility for the eligibility of vehicles competing in this Championship, rests with the Competitor. In the event of a dispute concerning the compliance of a vehicle with these Regulations, the onus will be on the Entrant to satisfy the Organisers with regard to such compliance, and NOT the Organisers to prove non-compliance.

4.1.7 Where it is suspected that a component or structure fitted to the competing vehicle, may render the vehicle ineligible under these regulations, the component or access to the component will be sealed by the Licenced Eligibility Scrutineer for subsequent examination. Where ineligibility is subsequently proven, all points accrued by the competitor from and including the date of sealing the said component, to the date of examination, shall be forfeit.

4.1.8 Where costs are incurred as a result of any eligibility check, as may be reasonably requested either by the Licenced Eligibility Scrutineer or the Championship Organisers, these will be borne by the competitor.

4.1.9 As a method of control, any component on a competitor's car may be removed by the competitor at the request of the Licenced Eligibility Scrutineer and exchanged for a similar component from the car of another competitor, or provided by the Championship Organisers. This includes the ECU. Whilst efforts will be made to ensure that the condition of the exchanged parts is similar, responsibility for the care of exchanged components lies with the recipient. Exchanged components may be returned to their original owners on completion of the race.

4.1.10 Any infringement of these Technical Regulations will render the competitor liable to penalties as defined in Article 3.19 of the Sporting Regulations.

4.1.11 Cars will be issued at the start of each season with log books These will be used to record information relating to that car during the season. The competitor of each car will be responsible for the safe keeping of the log book which must be presented with the car at pre-event scrutineering.

4.1.12 IT MUST BE CLEARLY UNDERSTOOD THAT THE OVERRIDING PRINCIPLE OF THESE REGULATIONS IS THAT UNLESS IT IS STATED THAT YOU CAN DO IT, YOU SHOULD WORK ON THE PRINCIPLE THAT YOU CANNOT.

4.1.13 Whilst Ginetta will endeavour to inform Competitors of any changes of components or part numbers, they reserve the right to fit updated components during the life of these Regulations.

4.1.14 Lubricants – All cars competing within the Championship must use the lubricants supplied by Ginetta. All Ginetta G40 cars use the following Carlube products as supplied by Ginetta Cars Ltd
Engine G40-N0003
Gearbox and Differential oil - G40-N0004

4.1.15 Oil samples will be taken in accordance with D34.8 and analysed throughout the season in order to police this regulation.

4.2 GENERAL DESCRIPTION:

4.2.1 Nomenclature

4.2.2 The current version of the Workshop Manual/Nomenclature for the Ginetta G40 GRDC incorporating all clarifications, amendments and details of updated components shall remain the only active version of the document.

4.2.3 The parts used to build a Ginetta G40 GRDC are described in the document named 'nomenclature'.

4.2.4 These parts are divided into 3 categories.

4.2.5 (i) Category A: No modifications are permitted. Parts in this category must remain in their original location and fulfil the function/s for which they were originally designed.

4.2.6 (ii) Category B: Only such modifications as specified in the regulations or the Ginetta G40 nomenclature are permitted.

4.2.7 (iii) Category C: The part is considered to be unrestricted on the express condition that the function for which it was originally designed is not deviated from, that it does not fulfil any additional function and that it is located in the same place as the original part.

4.2.8 Any technical matter affecting written regulations must be put in writing, to the Licenced Eligibility Scrutineer as any claim to have received clarifications or rulings on the regulations must be substantiated by the production, on demand, of written confirmation of such rulings.

4.2.9 The Ginetta GRDC Car is eligible for the the Ginetta Racing Drivers Plus category as specified herein.

4.3 SAFETY REQUIREMENTS:

4.3.1 The Ginetta race car is manufactured to comply with the following safety requirements of Section K of the current MSA Yearbook and must be retained:
K Roll cage with side and rear safety protection bars
K2.1.4. Six Point safety harness.
K3.1.2. (a) Plumbed in 2.25 litre fire extinguisher system. This system must be in the 'armed' condition (i.e. be capable of being operated without the removal of any safety device) at all times whilst competing or practicing. The fire extinguisher cannot be disarmed in any Parc Fermé area without the specific permission of the Series Scrutineer. Any system found to be incapable of being operated, by virtue of the imposition of a safety device (e.g. pin) having been made whilst the vehicle is either competing or in Parc Fermé, will be subject to report to the Clerk of the Course for possible penalisation as an offence against Safety Regulations.
K5 Two rear fog lamps, which in the Ginetta are integral within the rear light clusters
K6 Internal fuel filler that can be positively closed
K8 External Circuit Breaker

4.3.2 The attention of all competitors is drawn to Articles K9, K10, and K11 of the MSA Yearbook, relating to overalls, crash helmet and visors.

4.3.3 The use of an FIA approved Frontal Head Restraint system according to the FIA Code, standard 8858-2002, is compulsory. The helmet manufacturer must certify the tether anchorages and their mounting.

5 GRDC+ TECHNICAL REGULATIONS

5.1 INTRODUCTION:

5.1.1 The Ginetta G40 GRDC spec, are eligible for the 2017 Ginetta Racing Drivers Plus (GRDC+)

5.2 GENERAL:

5.2.1 The GRDC+ Class is open to Competitors participating in current specification Ginetta G40 GRDC vehicles, supplied solely by Ginetta Cars Ltd. No modifications are allowed unless specifically identified in these regulations.

5.2.2 At any time the Eligibility Scrutineer is able to request to see and experience that any aspect of the car is still in place and in full working order to ensure that the car meets its original specification. For example: be in working condition if fitted as standard.

5.2.3 Guest Competitors may be permitted to make guest appearances at the sole discretion of Ginetta Cars Ltd and subject to such conditions as he may stipulate from time to time. Guest competitors may use any type of Ginetta, on the condition that it conforms to the necessary MSA safety requirements and that the Technical Regulations are set out in accordance with the MSA specified format.

5.2.4 Any guest competitor will be entered within an “invitational class”. As a condition of registration and entry, no guest driver be able to score points or be awarded prize money in the Series. Entry into the invitational class will be at the sole discretion of the Series Co-ordinator.

5.2.5 All GRDC+ drivers must meet the criteria as specified in 1.3.4. The Championship Co-ordinator retains the right to accept or decline entries on a case by case basis.

5.3 CHASSIS:

5.3.1 The Ginetta G40 GRDC is manufactured to OEM specification and may not be altered. All chassis repair work must be undertaken only through Ginetta Cars Ltd.

5.3.2 The OEM Ginetta G40 GRDC chassis must show full VIN specification.

5.4 BODYWORK:

5.4.1 The Ginetta G40 GRDC body is manufactured to an OEM specification. All body parts must be supplied through Ginetta Cars Ltd. Minor fibreglass repairs may be undertaken by the competitor, provided that the body profile is not altered in any way. Additional ventilation holes may not be cut into the bodywork unless written consent has been given by Ginetta Cars Ltd and approved by the Licenced Eligibility Scrutineer.

5.4.2 A bodywork template/profile tool may be used at scrutineering to ensure that original shape and car profile is retained. No extra panelling, either under floor or around the wheel arch area, is permitted. The presentation of vehicle bodywork and repairs must be deemed acceptable by Ginetta Cars Ltd and the Series Organisers, in the interest of all cars being presented in a way representative of the Ginetta marque. It is not permitted to cover bodywork apertures and joint lines with adhesive tapes unless authorised by the Licenced Eligibility Scrutineer as a short-term repair.

5.4.3 It is permissible to use an alternative central rear view mirror to the one supplied by Ginetta Cars, but must be authorised by the Licenced Eligibility Scrutineer prior to being fitted.

5.4.4 The driver’s seat is fixed and in compliance with MSA Regulation J.5.3. The seat may be substituted for an alternative FIA approved seat, with permission of the Licenced Eligibility Scrutineer.

5.4.5 A standard front screen, as supplied by Ginetta Cars must be fitted.

5.4.6 Standard indicator lens units, as supplied by Ginetta Cars must be fitted on each side of the car.

5.5 PERMITTED ENGINE:

5.5.1 The following specifications are for information only and are not intended to infer modification in anyway allowed.

5.5.2 The Ginetta G40 race car is supplied with and must use a standard specification Ford Zetec 1800cc 16 valve engine, in its 115PS form (code MVH 418) as supplied by Ginetta Cars Ltd.

5.5.3 Cylinder Head. No work that removes, adds, replaces or transfers material is allowed on the cylinder head, or which may in any way alter the shape of a component or port, is permissible. Polishing or abrasive cleaning of either inlet or exhaust ports, and which may result in the removal of the original manufacturer's cast finish, is strictly prohibited.

5.5.4 Manifolds. It is permissible to use only inlet and exhaust manifolds as supplied by Ginetta Cars Ltd, and bearing identification stamps. Polishing, abrasive cleaning, or otherwise altering the manifolds internally, is prohibited.

5.5.5 Camshafts. The only permitted camshafts are Ford Zetec 1800 standard cams, supplied by Ginetta Cars Ltd. These are the only permitted camshafts and cannot be interchanged. The authenticity and lift characteristics of camshafts will be subject to eligibility checks. Camshaft timing must remain unaltered as standard production specification, and may be subject to periodic checking.

5.5.6 Flywheel. The cast iron flywheel must remain as supplied by Ginetta Cars Ltd, with a minimum thickness of 33.5mm, and with a minimum weight of 8.4Kg (with ring gear fitted, although excluding all flywheel and crankshaft mounting bolts).

5.5.7 Engine Wiring Loom. This must remain as supplied by Ginetta Cars with no modifications permitted.

5.5.8 Catalytic Converters. A catalytic converter must be fitted and working at all times and remain unmodified. Tests will be carried out to ensure compliance.

5.5.9 The Air Filter, as supplied by Ginetta Cars must be as supplied and fitted at all times.

5.6 TRANSMISSION / FINAL DRIVE:

5.6.1 The Ginetta G40 GRDC car must retain the Ginetta 5 speed manual gearbox as supplied through Ginetta Cars Ltd. All gearboxes bear a Ginetta approved seal. It is the competitors responsibility to ensure that his or her gearbox bears the seal at all times.

5.6.2 The clutch as supplied by Ginetta Cars Ltd must be retained in its original form.

5.6.3 The only eligible clutch drive plate to be used in the Ginetta G40 car is one of the following:

- G40G0061 (Un-sprung Version) or G40-G0097 (Sprung Version)

5.6.4 An ATB limited slip differential as supplied by Ginetta Cars Ltd (Ginetta part number GCJ0001), with a final drive ratio of 3.9:1 must be used. All differentials bear two Ginetta approved seals. It is the competitors responsibility to ensure that his or her differential bear the seals throughout the season. The sealed gearbox and ATB limited slip diff may only be rebuilt by Ginetta Cars Ltd.

5.6.5 The standard sump, as supplied by Ginetta Cars Ltd (Ginetta part number G40E0004) must be retained in its original form.

5.7 INDUCTION SYSTEM:

5.7.1 The standard induction system as supplied by Ginetta Cars Ltd, conforming to current specification throttle bodies must be retained.

5.7.2 The throttle bodies must remain as supplied by Ginetta Cars. No modification to this system, or inclusion of additional structures is permissible. The throttle body housing shall not be modified internally in any way. No profiling or re-profiling is permitted.

5.7.3 The external throttle linkage, including the throttle return spring, may not be reworked. The dimensions of the inlet trumpets are controlled at 45mm (diameter) and 30mm (length), with air filter as supplied as standard by Ginetta Cars Ltd. No modification is permissible to this system whatsoever.

5.8 ELECTRICS:

5.8.1 The battery fitted must remain in the location as supplied by Ginetta Cars and be secured with the corresponding battery strap. (Ginetta part no G50-L0061)

5.8.2 Sparking plugs are free, provided they fit the engine without any modification to the cylinder head or the sparking plug and that the sparking plugs place the spark gap in the same position as the production sparking plug within the combustion chamber.

5.8.3 It is prohibited to use any other method or component to trigger, distribute or time the ignition or injection.

5.8.4 The fitting of additional instrumentation is not permitted unless under regulation 5.8.8

5.8.5 The standard 'Vbox' data acquisition system, as supplied by Ginetta Cars, is the only permitted device and must remain set to standard configuration as supplied with the Ginetta G40 Car. (Ginetta part no G40-L0119)

5.8.6 No additional connections may be made to the ECU whatsoever. As a routine part of eligibility control procedures, it may be called upon by either the Series Organisers or Eligibility Scrutineer to make available all acquired data from the above detailed equipment at any point for the purpose of collecting engine performance data during either race or qualifying sessions and during official test sessions / Ginetta organised sessions. For this purpose, the ECU download point must remain in its standard location. The Series Organisers reserve the right to download and access all data at any time during either race or qualifying sessions and during official test sessions / Ginetta organised sessions.

5.8.7 Electronic Control Unit (ECU). The standard Specialist Components ECU, as supplied by Ginetta Cars Ltd, must not be modified in any way, and must be used in conjunction with the loom supplied. The ECU may be exchanged or electronically interrogated at any time, on the request of the Licenced Eligibility Scrutineer. The ECU diagnostic connector must be positioned in an accessible position, allowing the Licenced Eligibility Scrutineer free access to it at all times. (Ginetta part no (G40-L0017)

5.8.8 Any competitor may be required to run additional sensors at any time. It is at the sole discretion of the Series coordinator and Licenced Eligibility Scrutineer as to which cars must run any additional sensors.

5.8.9 The 12 volt standard alternator, as supplied by Ginetta Cars must be fitted. The minimum output of the alternator must remain as standard at all times.(Ginetta part no G40-E0239) and must use the kit of parts as supplied by Ginetta Cars.

5.8.10 The starter motor must remain standard as supplied by Ginetta Cars LTD. (Ginetta Part no G40-L0064)

5.8.11 Cars must be fitted with rear lights including LED brake lights, High level brake light, fog lights and indicators including side repeaters. Side repeaters do not have to be operational.

5.8.12 Cars must be fitted with standard Ginetta front lights with clear lenses. It is not permitted to cover the light lenses with stickers or tape unless authorised by the Series Eligibility Scrutineer.

5.9 COOLING SYSTEM:

5.9.1 The standard layout of the cooling system must be in the location as set out by Ginetta. The radiator must be of the type as supplied by Ginetta (Ginetta part number G40 – P0017) and must remain in its location in front of the front most chassis member.

5.9.2 The thermostat and housing may not be replaced.

5.9.3 Unless advised and approved by Ginetta Cars Ltd, it is not permitted to channel air from the nose of the bonnet, through the radiator by means of extra cowling.

5.9.4 The size of the bonnet apertures must remain unmodified and may not be covered or taped over in any way.

5.9.5 No other modifications than those referred to above are permissible.

5.9.6 All GRDC cars must be fitted with the air conditioning condenser as supplied by Ginetta Cars and all associated belts and pulleys.

5.10 BRAKES:

5.10.1 The standard braking system as supplied by Ginetta Cars Ltd must be retained thus:

Front and rear discs: 280mm o/dia

Part Number: G40I0002

With:
Front Callipers: Alloy 4 pot callipers
Part Number: G40I0035 (left-hand) and – G40I0036 (right-hand)

Rear Callipers: Alloy 2 pot callipers
Part Number: G40I0005 (left-hand) and – G40I0006 (right-hand)

5.10.2 Discs and Callipers must remain as supplied by Ginetta Cars. There are NO permitted modifications.

5.10.3 Brake master cylinders, as supplied by Ginetta Cars, with 0.7 inch bore size front and rear, must be retained as standard.

5.10.4 The use of the following Brake Pads and friction material is mandatory:

Front: Performance Friction 7705.11.14.54
Rear: Performance Friction 7705.11.14.54

5.10.5 Brake pads must be supplied by Ginetta Cars. In the event of an eligibility dispute, reference will be made to the brake pad manufacturer who will decide if the disputed component is authentic.

5.10.6 Brake lines must remain as standard and in the manufacturers layout.

5.10.7 Brake bias may only be altered using the standard balance bar supplied by Ginetta Cars Ltd. (Ginetta part no RD6313)

5.10.8 It is not permitted to direct air from ducting to the braking system unless advised by Ginetta Cars LTD as an approved system.

5.11 SUSPENSION:

5.11.1 The standard suspension components and configuration as supplied by Ginetta Cars Ltd must remain unaltered except as specified below.

5.11.2 Front and Rear anti-roll bars must remain standard as supplied by Ginetta Cars LTD and remain in the standard locations and standard material. Anti-roll bar stiffness adjustment is free within the range provided. The operating linkage may be disconnected but not removed.
Front anti roll bar (Ginetta part number) G40C0019)
Rear anti roll bar (Ginetta part number) G40D0005)

5.11.3 The minimum ride height as measured in a vertical plane from the lowest point of the chassis rail to a level ground surface below, shall be in excess of 90mm

5.11.4 The ride height shall always be measured at directly below the front axle. (Please see the Ginetta G40 build manual for a diagram showing the ride height reference).

5.11.5 These measurements shall be applied with the driver on board, and with tyres normally inflated. If the ride height is measured at the end of an on-track session, the tyre pressures may NOT be altered prior to the ride height being checked.

5.11.6 The front and rear wheel camber angle may be adjusted by means of standard size shims. The only permitted shims are those supplied by Ginetta Cars LTD:

5.11.7 As standard, the shims are supplied in the following thicknesses
- 2.00mm
- 3.00mm
- 5.00mm

5.11.8 The front and rear wheel camber may be adjusted to a minimum by use of a single 2.00 mm thick shim per upright.

5.11.9 The front and rear wheel toe in/out may be adjusted within standard limits and with no modification.

5.11.10 Springs. The only permitted springs are the standard ones as outlined below and supplied by Ginetta Cars. Springs are required to have legible manufacturers identification marks to be considered to be compliant with the technical regulations.

5.11.11 Front Springs: 800 lbs (Ginetta part number G40C0031)
5.11.12 Rear Springs: 450 lbs (Ginetta part number G40D0012)

5.11.13 If the distinguishing marks become illegible the component may be re-authenticated providing an audit trail and compliance with the component specification can be demonstrated.

5.11.14 The use of additional 'helper' springs is permissible. Helper springs are not mandatory. Only helper springs supplied by Ginetta Cars are permitted for use within the Series.

5.11.15 Shock absorbers as specified and supplied by Ginetta Cars Ltd must remain to the original manufacturers specification and located as supplied by Ginetta Cars LTD.)

5.11.16 The following shock absorber types may be used:

5.11.17 Quantum, part numbers G40-C0083 (Front) & G40-D0039 (Rear) All dampers are fitted with a hologram sticker on the top of the damper body, which must remain intact at all times.

5.11.18 Protech part number G40-C0051

5.11.19 It is not permissible to run a mixture of shock absorber types.

5.11.20 The standard track and wheelbase dimensions must be retained.

5.12 WHEELS:

5.12.1 The standard wheels of size 17" x 7" as supplied and officially stamped by Ginetta Cars Ltd may not be modified or substituted for others. (Ginetta Part no G40J0003)

5.12.2 The use of wheel spacers or other wheel spacing mechanism, is not permissible.

5.12.3 The painting of wheels is permitted, however, this must be done in good taste and the Organisers reserve the right to refuse the use of any wheels as they see fit. Painted wheels must be noted and signed off in the cars' log book before they will be permitted for use.

5.12.4 Wheels which have been painted, must not weigh less than a standard wheel. Any painted wheels, found to weigh less than a standard wheel, will be subject to a technical non-compliance.

5.13 TYRES:

5.13.1 The intention of these regulations is:
(i) To prohibit the use of any method of raising the temperature of tyres by adding heat artificially.
(ii) To prohibit the application of any material to alter the standard performance of the tyres.
(iii) Any attempt whatsoever to circumvent these intentions or any fraudulent attempt to deface, re-mark, counterfeit, or otherwise circumvent the unique tyre numbering system will automatically be the subject of a report to the Clerk of the Course/Stewards.

5.13.2 The only permitted tyre for use in this Championship are

Avon ZZR track day tyre	215/40R17 - dry tyre
MICHELIN Pilot Sport 3	205/40R17 - wet tyre

5.13.3 These tyres must be supplied by Ginetta Cars or their designated tyre supplier, Protyre Motorsport. The tyres will be marked accordingly to certify that they have been supplied by Ginetta Cars or Protyre Motorsport.
All of the above tyres are treaded and must have a minimum tread depth of 1.6mm at all times, both during competition and at post event scrutiny.

5.13.4 The maximum number of (Dry) tyres permitted at each "meeting" will be limited to 4 new tyres and 2 used tyres. Thus, a total of 6 tyres must be presented at scrutineering (4 on the car and 2 spare) for registration with the Licensed Eligibility Scrutineer. At the first event that the competitor competes 6 new tyres will need to be registered with the Licenced Eligibility Scrutineer. Bar–coding and/or permanent paint and/or serial numbers will be used to control tyre use. It is the competitors responsibility to ensure that all 6 tyres are

marked before use by the Licensed Eligibility Scrutineer and entered in the Tyre Nomination Form contained within the Technical Passport (Log Book).

5.13.5 The only permitted "Wet" tyres that can be used are Michelin 205/40-17 Pilot Sport 3. These tyres do not have to be included as part of the 6 tyres presented at Scrutineering.

5.13.6 All tyres must be supplied by Ginetta Cars or their designated tyre supplier, Protyre Motorsport. Tyres will be marked accordingly to certify that they have been supplied by one of these sources.

5.13.7 Only in exceptional circumstances where, in the judgement of the Licenced Eligibility Scrutineer, damage to a maximum of (2) two nominated tyres makes further participation in the event impossible, nominated "used" tyres may be substituted. A "used" tyre is defined as a tyre that is visibly worn and been subjected to at least one heat cycle. With the exception of the first weekend, the "used" spare tyres must be those used (and thus will have been previously nominated) on a previous race weekend. The substitution may only be authorised by the Licensed Eligibility Scrutineer and recorded in the Log Book.

5.13.8 The use of tyre heating equipment / heat retention devices, tyre treatments or compounds, is prohibited. Any artificial cooling of tyres is prohibited.

5.13.9 It is not permitted to use any means to artificially raise the temperature of tyres above ambient at any time prior to or during any event, other than by the natural addition of heat resulting from permitted driving on the circuit.

5.13.10 It is only permitted to inflate tyres with air of atmospheric composition, no other medium may be used. The Licenced Eligibility Scrutineer may request for the inflated tyres to be tested at any time to ensure that no medium, other than air of atmospheric composition, is being used.

5.13.11 Tyre warmers or any other device intended to modify or maintain tyre temperature is forbidden. Tyre warmers found at the circuit will be judged to be available for use and appropriate action will be taken.

5.13.12 Tyres must only be used in the standard condition as supplied by the manufacturer. The application of any material (liquid, solid or gas) to any part(s) of the tyre, is therefore forbidden. The only exceptions are the use of a mixture of pure domestic water and household detergent or the lubricant applied to the tyre bead for fitting purposes. The Championship Organisers reserve the right to take samples of tyres / tyre material at any time for laboratory analysis.

5.13.13 It is not permitted to remove debris / rubber pick-up from the tyre surface by the use of a tool and / or heat gun.

5.13.14 Any tyre protection covers used at any time within the confines of the circuit, must be of a temporary construction and must be capable of being used many times.

5.13.15 Pressure regulation valves are forbidden.

5.14 WEIGHT:

5.14.1 The minimum vehicle weight excluding driver is 910Kg including driver is 1000Kg. The latter weight is intended to include the driver suitably dressed for competition, with safety helmet and all safety equipment. It is emphasised that both these minimum weights must be respected at all times during both Qualifying and Competition. Failure to meet either or both will be considered an offence under these regulations. Ginetta reserve the right to amend the weight limit twice during the season, this will be done by means of an official Championship Bulletin to all competitors.

5.14.2 In order to meet the criteria of 5.14.1 only, it is permitted to add ballast to the car in accordance with MSA Regulation J5.15. Such ballast must be formed of solid unitary blocks. They must only be fixed using a ballast plate supplied by Ginetta cars (Part number G40R0032A) which is bolted to the floor of the passenger seat well in the designated area of the car. The ballast plate fixings must be able to withstand acceleration / deceleration forces of 25G.

5.14.3 Provision must be made for Scrutineers to affix seals to any ballast fitted.

5.14.4 Following competition, the competitor must remain available with the car under Parc Fermé conditions until released by Licenced Eligibility Scrutineer, in order to ensure weighing is completed with the minimum of delay. Competitors who are required for post-race prize giving and / or media interviews, and who are directed from Parc Fermé by an official of the meeting or a Ginetta official, are permitted to leave Parc

Fermé, although must return to their car after such events have taken place to ensure scrutineering is completed.

5.14.5 If a car loses a part during qualifying or a race, the weight of that part may be taken into account during eligibility checks. Following consultation with the championship coordinator, the Licenced Eligibility Scrutineer will determine whether any lost part should be taken into account.

5.15 FUEL, FUEL INJECTION AND FUEL TANK:

5.15.1 A standard fuel tank as supplied by Ginetta Cars Ltd must be retained in its original position. The fuel delivery system must remain as original specification.

5.15.2 The standard 45 litre fuel tank and fuel delivery system may only be may be substituted by alternative components that are approved and supplied by Ginetta Cars. If alternative components are to be used, these must be declared within the car's log book when the car is presented for scrutineering. For clarification, this includes the dry break re-fuelling kit which must remain as supplied by Ginetta Cars.

5.15.3 Standard unleaded pump fuel must be used in accordance with MSA regulation J5.13 .4. Compliance with this regulation may be verified by fuel testing throughout the season.

5.15.4 At the end of any official practice / qualifying / races, at least 3 litres of fuel from the tank of the competing car must be available to the Licenced Eligibility Scrutineer for analysis, if required. Compliance with minimum weight for the car will be taken before fuel is removed as part of any eligibility check.

5.15.5 Fuel pressure must be regulated by the standard fuel pressure regulator, as supplied by Ginetta, situated in the fuel tank. The fuel pressure must be regulated, by the fuel pressure regulator, to 3.8 bar +/- 0.2 bar.

5.16 SILENCING:

5.16.1 The exhaust system as supplied by Ginetta Cars Ltd must remain as standard and may not be altered. All cars must comply with MSA Regulation J5.17. concerning noise levels and it is the competitor's responsibility to ensure that the car complies with currently enforced levels.

5.16.2 Catalytic Converters. These must be fitted at all times and remain unmodified. Tests will be carried out on these during the Season.

5.17 PRESENTATION:

5.17.1 Having due regard to the best interests of the championship sponsors, the championship image, Ginetta Cars and of safety, competing cars are to be presented in a mechanically and visually acceptable condition. Organisers reserve the right to insist that such standards of presentation are maintained, as a condition of racing within the 2017 GRDC+ Championship. Individual cars may fail scrutineering if they are, as deemed by the Licenced Eligibility Scrutineer, to be of poor presentation and / or mechanically unacceptable.

5.18 NUMBERS AND DECALS:

5.18.1 Each car must carry championship decals as per the figure in Appendix B. Competitors will be supplied with three number squares incorporating the major sponsors logos. One must be affixed to each side of the car, in the position normally occupied by the doors. The third must be located to the front / top aspect of the car so as to be clearly visible. Competition numbers must be affixed to these squares and to the front / top aspect of the car so as to be clearly visible. The number square or roundal for the front of the car must be supplied by the competitor in compliance with MSA Regulations.

5.18.2 Ginetta Cars may request at any point that additional championship / trade sponsor decals are carried on cars. This will be done by way of an official championship bulletin. The championship organisers reserve the right to remove any decals or branding which is deemed to be unsuitable or conflicts with other championship / Ginetta sponsors.

5.18.3 Failure to comply with regulations 5.18 will not be subject to a technical non-compliance but will be subject to any one of the following penalties:

(a) Reprimand, which may include forfeiture of a qualifying time or times

(b) Time penalty,

(c) Exclusion

(d) Forfeiture of Championship points (even if this results in a minus total of points)

(e) Monetary fine of up to £250

5.18.4 The severity of the penalty will be at the discretion of the Championship Organisers.

5.18.5 Sticker kits will be issued at the start of round 1 which will contain 3 sets of stickers. All additional stickers will be chargeable.

6 CHAMPIONSHIP CONTACTS

6.1 Championship Contacts and Race Organising Clubs:

Vehicle Manufacturer:
Ginetta Cars Ltd
Helios 47
Garforth
Leeds
Tel: 0845 2 105050
Fax: 01133 854141
Email: enquiries@ginettacars.com
Website: www.ginetta.com

Eligibility Scrutineer:
Ron Humphreys
Email: ronhumphreys.motorsport@virginmedia.com

Championship Clerk of the Course:
Andy Butler
Email: andybutler64@gmail.com

Ginetta Parts Department
Callum Turner
Email: Callum.Turner@ginetta.com

Race Organising Club:
British Automobile Racing Club
Thruxton Circuit
Andover
Hampshire SP11 8PN
Tel: 01264 882200
Fax: 01264 882233
E-mail: competitions@barc.net

Championship Co-ordinator:
Hayley Hickmore (Ginetta Cars)
Tel: 0113 385 4158
Mob: 07808187131
E-mail: hayley.hickmore@ginetta.com

Official tyre Supplier - **Protyre Motorsport**
Tel: 01782 411001
Email: sales@protyremotorsport.co.uk

APPENDIX 1

Ginetta GRDC+ Championship 2017

Official Registration Form

An MSA recognised racing championship supporting the British GT and F3 Championships, registered by:

The British Automobile Racing Club Limited
Thruxton Motor Racing Circuit, Nr Andover, Hampshire, SP11 8PN

www.barc.net

2017 GINETTA GRDC+ REGISTRATION FORM

Please complete this form in BLOCK CAPITALS, completing all sections in full, signing in the appropriate places.

This entry form is valid for the following Events:

Circuit	Date
Oulton	April 15 & 17
Snetterton	May 27 & 28
Silverstone*	June 10 & 11
Zandvoort*	July 7 & 8
Brands GP	August 5 & 6
Donington	September 23 & 24

*Combined rounds with Ginetta GT5 Challenge.

Name of competitor: _____Date of Birth:_____

Home Address:_____

_____ Post Code: _____

Home Telephone No: _____ Mobile Telephone No: _____

Competitors Email Address: _____

Competitor's Licence No: _____ Competitor's Licence Grade/issuing ASN:_____

All competitors wishing to compete in the 2017 championship must be a member of BARC and show their racing membership card at each meeting.

Affiliated Club ……BARC Membership No (if known): _____

Contact Angie Kew on 01264 882205

Competitor's Nationality: _____

Parent/Guardian Name:_____
(if driver under 18)
Parent/Guardian Mobile Telephone No: _____
(if driver under 18)
Parent/Guardian Email Address: _____
(if driver under 18)
Name of Entrant:_____Entrant E-mail Address:_____

Address: _____

Post Code: _____Tel No: _____

Mobile No: _____2017 MSA Entrants Licence No: _____

All correspondence will be sent to the ENTRANT

PARTICULARS OF YOUR CAR

Make: GINETTA Model: _____

Year of Manufacture: _____ Colour: _____

RACE DETAILS

Class Entered:_____ Competition No: _____

NAME AND ADDRESS OF PERSON TO BE CONTACTED IN CASE OF ACCIDENT

Name:_____ Relationship to Driver: _____

Address: _____

_____ Postcode: _____

Tel No:_____ Tel (Mobile): _____

DRIVER INFORMATION this is regarding whether the Driver has previously competed at each venue and whether they require their MSA race licence record card to be signed for upgrading purposes.

Circuit	Competed here before?	Licence signed?
Brands Hatch GP	Yes / No	Yes / No
Oulton	Yes / No	Yes / No
Silverstone GP	Yes / No	Yes / No
Spa Francorchamp	Yes / No	Yes / No
Brands Hatch GP	Yes / No	Yes / No
Donington Park	Yes / No	Yes / No

I declare that:

1. I have read the General Regulations of the Motor Sports Association, the Sporting, Technical and Commercial Regulations for my Championship, and, if any, the Supplementary Regulations for this event and agree to be bound by them. I declare that I am physically and mentally fit to take part in the event and I am competent to do so. I acknowledge that I understand the nature and type of the competition and the potential risk inherent with motorsport and agree to accept that risk. Further, I understand that all persons having any connection with the promotion and/or organisation and/or conduct of the event are insured against loss or injury caused through their negligence.
2. The use of the vehicle hereby entered is covered by insurance as required by the law, which is valid for such part of this event as shall take place on roads as defined by law.
3. I understand that should I, at any time of this event, be suffering from any disability, whether permanent or temporary that is likely to affect prejudicially my normal control of the vehicle, I may not take part unless I have declared such disability to the ASN, who have, following such declaration, issued a licence which permits me to do so.
4. Any application form for a Licence that was signed by a person under the age of 18 years was countersigned by that person's parent / guardian / guarantor, whose full names and addresses have been given.
5. If appropriate, I am a parent / guardian / guarantor (delete as appropriate) of the Driver and understand that I shall have the right to be present during any procedure being carried out under the Supplementary Regulations issued for this event and the General Regulations of the MSA.

Note: Where the parent / guardian / guarantor is not present there must be a representative present who must produce a written and signed authorisation to so act from the parent / guardian / guarantor.

Signature of Entrant:_____ Date:_____

Signature of Driver:_____ Date: _____

Print Name of Parent/Guardian: _____
(If driver is under 18)

Signature of Parent/Guardian: _____ Date: _____
(If driver is under 18)

Parent/Guardian Address: _____

_____ Post Code: _____

Entry Fee

The entry fee and championship registration combined is £4,995 + VAT (£4200 + vat if paid before 16th Jan 2017) Payment in full will guarantee one of the places in the Ginetta GRDC+ Championship.
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Declaration:

I _____(insert name) declare that I commit to race in the 2017 Ginetta GRDC+ Championship. I accept that no money will be refunded by Ginetta Cars should I fail to attend a round.

Tick as applicable:

1. I have enclosed payment of £4,995 + VAT including Media Day (£4,200 +VAT if paid before 16th January2017) ☐

Or

2. £4995 + vat after 16th January ☐

3. £870 + vat per championship round entry ☐

If you intend on paying on a round by round basis, please indicate below which rounds you will be attending:

Venue	Date	Competing?
Oulton	April 15 & 17	YES / NO
Snetterton	May 27 & 28	YES / NO
Silverstone*	June 10 & 11	YES / NO
Spa Francorchamp*	July 7 & 8	YES / NO
Brands GP	August 5 & 6	YES / NO
Donington	September 23 & 24	YES / NO

Signed: _____

Date: _____

Please complete, sign and return this entry form to Ginetta Cars LTD ensuring:

1. Commitment to race is signed above
2. You have enclosed £3,995 + VAT (£3,600+VAT if paying before 12th January 2016) **OR** confirmed which rounds you will be attending on a round by round basis

Please return this completed document to:

Hayley Hickmore
Ginetta Cars
Unit 2
Helios 47
Garforth
Leeds
LS25 2DY
hayley.hickmore@ginetta.com

APPENDIX 2

2017 Championship Decal Layout

TBC