



2015 Michelin Ginetta GT4 SuperCup

Sporting, Technical and Commercial Regulations and Registration Document



An MSA recognised racing championship supporting the British Touring Car
Championship, registered by:

The British Automobile Racing Club Ltd
Thruxton Circuit, Andover, Hampshire, SP11 8PN
www.barc.net

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2015 MICHELIN GINETTA GT4 SUPERCUP

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1 SPORTING REGULATIONS - GENERAL

1.1 TITLE & JURISDICTION

1.1.1 The 2015 MICHELIN GINETTA GT4 SUPERCUP 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 or email details on the registration form.

MSA Championship Permit No: **CH2015/R007**

Race Status: **National B**

MSA Championship Grade: **B**

OFFICIALS:

Championship Coordinator: **Ashley Gallagher** *Ginetta Cars*

Licensed Eligibility Scrutineer: **Stuart Vincent** *BARC*

Championship Stewards:

Dale Wells **BARC**

Rick Smith **BARC**

Bill Coombes **BARC**

Jamie Champkin **BARC**

Any three of the above may reach a decision.

Championship Clerk of the Course: **Dave White** *BARC*

1.2 COMPETITOR ELIGIBILITY

1.2.1 Entrants must be in possession of a valid 2015 MSA Entrants Licence.

1.2.2 Drivers must be fully paid up valid membership card holding Racing Members of the BARC, be Registered for the Championship and be in possession of valid MSA Competition (Racing) National 'A' Status Licence (minimum).

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

1.2.4 Only those cars complying with the 2015 Technical Regulations for the Championship and any amendments to the Technical Regulations issued from time to time by way of an official Championship Bulletin, in accordance with MSA Regulation D11.1. will be allowed to compete in any round of the Championship.

1.2.5 Entrants/Drivers must ensure that their cars comply with the conditions of eligibility and safety throughout qualifying and racing. At any time during an Event, the Championship Clerk of the Course can require a Driver to have a medical examination by the BTCC Medical Adviser or his/her nominee.

1.2.6 The Michelin Ginetta GT4 SuperCup will have two categories within the championship, Professional (Pro), and Amateur (Am). Competitors will be able to place themselves in the appropriate category to reflect their driving ability. Competitors must indicate on their Registration Form which category they would place themselves. The Michelin Ginetta GT4 SuperCup Organisation will review the applications and decide whether to accept it. As a guideline, competitors would need to meet two of the below criteria to be considered for the Amateur class:

- Competitor be over the age of 35
- Competitor be over the age of 25 when they first gained a Race Licence
- Held a National A Licence (or above) for less than 3 Years
- Never Won a 'single make lower category series', or a National Championship (including Karting).

The Championship organisation reserves the right to amend a chosen drivers category at any time.

Drivers who enter the Professional category cannot move to the Amateur category after round 3 of the championship.

1.3 REGISTRATION

1.3.1 All drivers must register as competitors for the championship by returning the Drivers Registration Form in full to the Coordinator prior to 25 March 2015. Registrations are accepted on a "first come first served basis". The Organisers reserve the right to accept registrations after this date. Acceptance of registration and the terms thereof is at the discretion of the Organisers.

1.3.2 The Drivers Registration Form must be completed in full, signed by the driver, and if applicable by the Entrant / Team and be accompanied by the Drivers Registration Fee in full, in order to be considered. If applicable, the Registration Form must also be counter signed by the Parents or Legal Guardian of the driver.

1.3.3 The acceptance or rejection of a registration application will be based upon the information given on the registration form. It is therefore a condition of registration that drivers accept that the BARC reserves the right to reject registration applications and / or entries to individual events without giving reasons [C(a)57(b) applies].

1.3.4 The Drivers Registration Fee is:

£15,500.00 plus VAT per driver.

1.3.5 Cheques should be made payable to Ginetta Cars Ltd. This registration fee is fully inclusive of entry fees to all rounds of the Championship, timing fees and medical provision. This fee is payable in full by all competitors prior to the first round of the championship on 30 March 2015.

- 1.3.6 The Drivers Registration Fee is inclusive of BARC membership.
- 1.3.7 A registration once made and accepted shall constitute a legally binding contract and a registration may only be withdrawn without penalty with the mutual consent of both parties. An entrant or driver whose registration is accepted and who otherwise fails to participate in the Championship shall forfeit their registration fees in their entirety.
- 1.3.8 The Organisers may accept or refuse any entry or registration and withdraw a registration at any time, should the inclusion of the competitor or team be deemed by him in his/her absolute discretion not to be in the best interests of the Championship.
- 1.3.9 Registrations will be accepted from 1 December 2014 until further notice. A maximum of 26 registrations will be accepted for entry into the championship on a first come first served basis. Any registrations received after the first 26 will be held as entry reserves but may join the championship at the discretion of The Organisers.
- 1.3.10 Registration numbers will be the permanent Competition numbers for the Championship and will be allocated by the Co-ordinator. Numbers 1 through 3 are reserved for Championship Organisers use. and will be allocated to returning drivers. Number 50 and 55 are reserved for Championship Organisers use and may not be assigned by anyone other than the Co-ordinator.
- 1.3.11 Guest Competitors may be permitted to make guest appearances at the sole discretion of the Organisers and subject to such conditions as they may stipulate from time to time but subject to meeting the licence requirements of Sporting Regulation 1.3. As a condition of registration and entry, no guest driver is able to score points or be awarded prize money in the Championship. At the discretion of the Organisers and Ginetta Cars Ltd the driver of any Guest Competitor entered in this way need not comply with the membership requirements of regulation 1.3.2. The registration form must be completed but the payment of the registration fee specified in regulation 1.4.4 is waived and a fee of £50.00 will apply. Otherwise, all regulations of the Championship must be observed.

1.4 MEDICAL

1.4.1 A BTCC Medical Information Sheet (Appendix A) must be completed and returned to the BTCC Medical Adviser via the Championship Organisers, at least 7 (seven) days prior to the first event or Ginetta Cars official test day in which a Driver intends to compete. These will be available from the Championship Coordinator.

1.4.2 Drivers must notify the BTCC Medical Adviser if:

The Driver is involved in any serious accident at any event or otherwise at any venue.

There is a significant change in the general physical or mental condition of the Driver.

The Driver is hospitalised for any reason

Drugs are taken for any medical conditions that have not been previously notified.

1.5 CHAMPIONSHIP ROUNDS

1.5.1 The 2015 MICHELIN GINETTA GT4 SUPERCUP will be contested over 10 EVENTS (27 races) as follows:

Round:	Date:	Circuit:	Organising Club/Centre:
1/2/3	04/05 April	Brands Hatch	BARC
4/5/6	18/19 April	Donington Park	BARC
7/8/9	09/10 May	Thruxton	BARC
10/11	06/07 June	Oulton Park	BARC
12/13/14	27/28 June	Croft	BARC
15/16/17	08/09 August	Snetterton	BARC
18/19/20	22/23 August	Knockhill	BARC
21/22	05/06 September	Rockingham	BARC
23/24	26/27 September	Silverstone	BARC
25/26/27	10/11 October	Brands Hatch GP	BARC

All rounds are TOCA / BTCC meetings

1.5.2 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 DRIVERS CHAMPIONSHIP SCORING

1.6.1 The Michelin Ginetta GT4 Supercup has a class structure and points will be awarded separately for each of the classes:

- Professional
- Amateur

1.6.2 Points will be awarded to Pro and Amateur 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

1.6.3 **Professional** class Competitors must count their results from all Championship Rounds run less **two** scores which will be dropped, irrespective of whether the competitor be classified as a finisher. A competitor may not drop a round score if any of the following incidences occur with respect to that said round:

The competitor has been penalised with points on his/her MSA licence for any incident

The competitor has been given a points penalty / reduction for any incident

The competitor is excluded from a classified race result

1.6.4 **Amateur** class Competitors must count their results from all Championship Rounds run less **six** scores which will be dropped, irrespective of whether the competitor be classified as a finisher. A competitor may not drop a round score if any of the following incidences occur with respect to that said round:

The competitor has been penalised with points on his/her MSA licence for any incident

The competitor has been given a points penalty / reduction for any incident

The competitor is excluded from a classified race result

1.6.5 Ties shall be resolved using the formula in Regulation W1.3.4 of the 2015 MSA Yearbook.

1.6.6 Any Guest Competitor entered under 1.4.10. will not be eligible to score points or prize money and the car will be ignored for points purposes in the final race classification.

1.7 TEAMS CHAMPIONSHIP SCORING

1.7.1 The team classification is a classification independent from the driver classification. At the start of the season each team must submit to the Championship Co-ordinator their nominated vehicle(s) to score points for the team classification.

1.7.2 Any changes to these nominations during the championship must be made in writing to the Championship Coordinator. The Championship Coordinator reserves the right to accept or decline a teams nominated vehicle(s) at any stage.

1.7.3 Points will be allocated to the top two scoring vehicles from each team, regardless of class, at each round using the points system described in section 1.7.1. To qualify for the team award, teams must be licensed as per D7.1.12 of the 2015 MSA Yearbook.

1.8 AWARDS - ROUNDS

1.8.1 All awards are to be provided by Ginetta Cars Ltd.

Trophies per Championship Round: 1st, 2nd, 3rd in each class.

1.8.2 Any Guest Competitor entered on behalf of Ginetta Cars Ltd will qualify for Championship trophies.

1.9 AWARDS- CHAMPIONSHIP

Trophies:

Championship: 1st, 2nd & 3rd.

Teams Award: 1st

Championship Prizes:

Professional Class

1st £10,000 inc VAT worth of Ginetta Parts Credit subject to provisions

2nd £5,000 inc VAT worth of Ginetta Parts Credit subject to provisions

3rd £2,000 inc VAT worth of Ginetta Parts Credit subject to provisions

Amateur Class

1st £5,000 inc VAT worth of Ginetta Parts Credit subject to provisions, and a test in a Ginetta LMP3 car.

2nd £2,000 inc VAT worth of Ginetta Parts Credit subject to provisions and a test in a Ginetta LMP3 car.

3rd A test in a Ginetta LMP3 car.

- 1.9.1 The Team award trophy will be awarded to the winning team, registered for the team's championship.
- 1.9.2 Other additional championship awards – In the event of additional championship awards being introduced all registered competitors will be informed by official bulletin.
- 1.9.3 Championship awards will be presented at the annual awards dinner hosted by Ginetta Cars. An additional Championship Trophy will be presented by the BARC at its Annual Championship Prize Dinner (Date and venue to be announced in the BARC Startline Magazine). Any such recipient failing to attend these events may not be eligible to receive any prizes which may otherwise have been presented. Such prizes may be withheld and may not be re-presented to any other driver.
- 1.9.4 Ginetta Parts Credit may be exchanged for parts only as supplied by Ginetta Cars. For the avoidance of doubt, Parts Credit cannot be used against entry fees, labour costs, lease costs or vehicle acquisition payments. Parts Credit must be redeemed within a 12 month period of being issued to the driver.
- 1.9.5 Parts Credit must be used by the driver it has been issued to and is non-transferable. All free entry prizes are for the driver in receipt of the prize and are non transferable.
- 1.9.6 In the event of the average grid size in each class being less than 10 cars over the course of the season, all prizes may be reduced in value by 50%.

1.10 ENTERTAINMENT TAX LIABILITY

- 1.10.1 Entertainment Tax Liability: 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. 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 relevant rate 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 must be made in writing and not later than 30 days before the payment is due. For further information contact:
- 1.10.3 The Inland Revenue, Foreign Entertainers Unit, Centre for Non-Residents, St John's House, Merton Road, Merseyside, L69 9BB. Tel: 0151 472 6488. Fax: 0151 472 6483).

2 SPORTING REGULATIONS - JUDICIAL PROCEDURES

2.1 ROUNDS

2.1.1 In accordance with Section C of the 2015 MSA Yearbook and these Regulations.

2.2 CHAMPIONSHIP

2.2.1 In accordance with Section C of the 2015 MSA Yearbook and these Regulations.

2.2.2 Driving Standards: Breaches of driving standards during practice or race will be dealt with firmly.

2.2.3 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.

2.2.4 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 2015 Championship.

3 SPORTING REGULATIONS - CHAMPIONSHIP RACE MEETINGS & RACE PROCEDURES

3.1 ENTRIES

- 3.1.1 The Championship Registration Form that includes the race Entry Form is contained within Appendix B of these Championship regulations.
- 3.1.2 Entrants are responsible for sending in fully completed Registration Forms, signed by the competing Entrant and Driver together with the registration fee to the Championship Co-ordinator prior to the closing date, of 25th March 2015. The Championship Co-ordinator reserves the absolute right to accept registration/entries after that date.
- 3.1.3 Any withdrawal of entry or amendments to an entry must be notified to the Championship Coordinator in writing. If changes are made after publication of Entry Lists with Final Instructions, the Entrant/Driver concerned must apply for approval of acceptance by the Stewards of the Meeting before signing-on.
- 3.1.4 Entry for each round is included in the Registration Fee.
- 3.1.5 Qualification races will be held at the discretion of the Organisers.
- 3.1.6 Any 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 pitlane 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 pitlane exit, whichever is the later. Such approval to start MUST be obtained from the Clerk of the Course.

3.2 BRIEFINGS

- 3.2.1 The Organisers will notify Competitors of the times and locations for all briefings in the Final Instructions for the meetings or by bulletin at the event. Competitors must attend all briefings.
- 3.2.2 Scrutineering Protocol
- 3.2.3 The Championship Organisers will appoint a permanent 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.
- 3.2.4 For scrutineering, the Entrant/Driver must present the competing vehicle and mandatory Entrant/Driver safety equipment. The vehicle must be submitted as used in the Championship and must correspond to all applicable Technical Regulations.

- 3.2.5 A completed log book for each vehicle must be correctly submitted in accordance with Regulation 5.1.10 unless the championship Licenced Eligibility Scrutineer requests otherwise.
- 3.2.6 Aside from the official safety scrutineering, the vehicles may also be subject to eligibility scrutineering 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.
- 3.2.7 Entrants/Drivers 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.
- 3.2.8 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 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.
- 3.2.9 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. Any breach to Parc Fermé regs will be reported to the Clerk who may impose penalties as appropriate. At their discretion the Clerk of the Course or Organisers may assign other penalties to any driver / team breaching Parc Fermé regulations. On request of the Licenced Eligibility Scrutineer, the Parent or Legal Guardian of the driver will be permitted in Parc Fermé.
- 3.2.10 Cars may be held in Parc Fermé for a minimum of 20 (twenty) minutes after each qualifying session and race until released by the Licenced Eligibility Scrutineer.
- 3.2.11 At any time the Championship Organisers reserve the right to scrutineer any component or vehicle in the presence of the permanent Licenced Eligibility Scrutineer and one other scrutineer at the Ginetta Cars workshop or at a service partners premises. 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.
- 3.2.12 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 Entrant.
- 3.2.13 The assembly and dismantling of the vehicle(s) is solely the responsibility of the Entrant(s). Reimbursement of expenses for these measures may not be claimed. Exceptions to this may include appeal / protest according to the MSA Competitors' Yearbook 2015.

- 3.2.14 The Championship Organisers will nominate 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 reserve the right to test a vehicle on the nominated rolling road dyno machine and may use any data from the rolling road dyno machine as guidance and to assist with their determination of eligibility. Competitors / entrants must be willing to sign any associated indemnities to allow their car to be tested on the dyno.
- 3.2.15 In the event of a car being dyno tested after a qualifying session or race the driver/team will be informed by the Licenced Eligibility Scrutineer. The car must then be left in Parc Ferne until it is collected by a designated Ginetta official.

3.3 QUALIFYING

- 3.3.1 The minimum period of qualifying to be provided at all events will be twenty minutes. Should any Qualifying Session be disrupted the Clerk of the Course shall not be obliged to resume or re-run sessions and the decision of the Clerk of the Course shall be final.

3.4 QUALIFICATION CRITERIA

- 3.4.1 Any driver 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 driver whose qualifying times and / or driving are considered to be unsatisfactory, as per MSA Regulations
- 3.4.2 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.
- 3.4.3 After taking the Chequered Flag, Drivers are required to progressively and safely slow down, remain behind any Drivers 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.
- 3.4.4 Any 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.
- 3.4.5 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 Drivers' standings. Where there is a tie on points, the Driver with the best result in the previous round will take priority. Where it is the first round of the Championship the grid will be formed based on Championship number. In either circumstance, Pro Class competitor's will be placed ahead of the Amateur Class competitors, with any grid penalties applicable, in line with regulation 4.1.4, being applied after the provisional grid has been formed.

3.5 GRID

- 3.5.1 Each driver's fastest qualifying time will determine the grid for the first Championship race at each Event.

- 3.5.2 The starting grid for the second race will be formed from the finishing order of the first race, as published by the official timekeepers. Competitors not classified as finishers in the first race will be placed on the starting grid for the second race after the last classified competitor according to the number of laps covered.
- 3.5.3 The starting grid for the third race will be formed from the finishing order of the second race, as published by the official timekeepers. Any number between, and including, the first four and six finishers from the second race shall have their grid positions for the third race reversed, with the number to be picked at random by the winner of the second race or someone nominated by the Championship Coordinator. All other classified finishers will be allocated grid positions in accordance with their finishing order from the second race.
- 3.5.4 In the event of a partial qualifying session being run, grid order for any drivers who failed to set a time will be formed at the rear of the grid, and based on championship points for the first race, and the normal qualifying procedure will be followed thereafter. Where it is the first round of the Championship the grid will be formed based on Championship number.

3.6 RACES

- 3.6.1 The standard minimum scheduled race distance shall be 15 minutes for the first race where three races are held at an event and 20 minutes for all other races. However 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 This distance will be converted into a specific number of laps and announced prior to each Event. When the number of laps defined as the race distance has not been achieved by the leading Driver after 20 (twenty) minutes have elapsed for the shorter races at an event or after 30 (thirty) minutes have elapsed (25 (twenty-five) minutes for the rounds at Rockingham, Croft and Oulton Park), the leader will be shown the Chequered Flag the next time he/she passes the Start/Finish Line. In this case, where possible notification of the last lap will be advised to Entrants/Drivers by the showing of a board on the Start/Finish Line. The Start/Finish Line applies both to the track and the Pit Lane.
- 3.6.3 When a 'Wet Race' has been declared by the Clerk of the Course then the rearward facing red warning lights must be illuminated, if the car has such a light fitted.
- 3.6.4 If weather conditions significantly change after leaving the Assembly Area and before the race start, the start will be delayed and Entrants/Drivers will be allowed to change onto the eligible wet tyre. The maximum delay will be 10 minutes before the 2 minutes countdown board is shown.

3.7 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.
- 3.7.2 When the signal is given, the cars will be released on to the circuit behind the Championship Safety Car and led to the grid. Once the train of cars following the Safety

Car has left the Assembly Area, the Assembly Area and Pit Lane Exit will be closed. The cars will keep in formation with no overtaking. The Safety Car will set the pace. No practice starts may be executed during the course of this lap. At the end of this lap the cars will take up their grid positions. 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 instruction of the Pit Lane Marshals.

3.7.3 Once positions have been taken on the grid, cars can only be removed if they have a mechanical issue, and can only do so with the express permission of the Clerk of the Course, and under the supervision of a marshal or official.

3.7.4 It is not permitted to carry out any mechanical repairs on a car once formed on the grid, including changing any tyres.

3.7.5 All starts will be Standing Starts and grids will be determined in a 1 x 1 formation:
The countdown procedures/audible warnings sequence shall be:

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

3.7.6 During the Green Flag Lap the cars will keep in formation with no overtaking. The Safety Car will set the pace. No practice starts may be executed during the course of this lap. At the end of this Green Flag Lap, the cars will take up their grid positions.

3.7.7 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 pitlane and may start the race after the last car to take the start from the grid has passed the startline or the pitlane exit, whichever is the later.

3.7.8 Any drivers unable to start the Green Flag/Pace Lap or Race Start are required to indicate their situation as per MSA Regulation Q12.13.2. and any drivers 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.

3.7.9 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.

3.7.10 Any Driver(s) unable to maintain their grid position on the Green Flag Lap to the extent that all other cars are ahead of him/her 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. Any Driver(s) unable to maintain their grid position on the Green Flag Lap, but who still has other moving competing cars behind him/her may regain their allocation grid position(s). However, this must be undertaken by exercising maximum caution.

3.7.11 A 5-second board will be used to indicate that the grid is complete, the red lights will be switched on 5 seconds after this board is withdrawn and the race will start when the red lights are switched off.

3.7.12 Any driver adjudged to have committed a False Start or breached any part of the Start Procedure will be served with a Drive through Penalty in accordance with MSA Regulation Q12.5.

3.8 START DELAYED PROCEDURE

3.8.1 If the starter deems that the start needs to be delayed, he/she will display a "Start Delayed" board. The Countdown Procedure/Audible Warning sequence will then recommence from the one-minute board and the race may be started by use of the National Flag if all Drivers have been informed of the change of start signal.

3.8.2 Any Driver(s) deemed to have caused an aborted start will be moved to the back of the grid but ahead of any cars to be started with a time delay. Depending on individual circuit layout, the car(s) will either be removed to the back of the grid before the Green Flag Lap commences or the driver(s) will be instructed to commence the Green Flag Lap from his/her original grid position but must, during the course of the Green Flag Lap, allow any car(s) starting behind them to overtake, thus ensuring that they take the restart from the back of the grid (but ahead of any car(s) to be started with a time delay). If more than one car is penalised in this way, then their order at the back of the grid will reflect their original grid positions. The onus is on the Driver to comply and failure to do so will result in a report to the Championship Clerk of the Course who may impose a Drive Through Penalty or retrospective 30-second time penalty.

3.8.3 Aborted start procedure will be as follows:

(i) The start-delayed board is displayed, engines may be switched off and team members are allowed back onto the grid.

(ii) When the Operations Clerk and Championship Clerk of the Course are happy, the countdown restarts from the one-minute signal and the grid cleared in the usual way.

(iii) Any car(s) that then cannot be started will be pushed to the side of the track (or Pit Lane if practical) and covered by a waved Yellow Flag. If any such car(s) at the side of the track can start unaided, it may join the Green Flag Lap under the usual restrictions.

(iv) The remaining cars are waved off on a Green Flag Lap.

(v) Any stalled cars are cleared to the Pit Lane if possible, or if not, to a place of safety. Cars, once within the Pit Lane, may be assisted by their team but may only start the race after the last car has taken the start and passed the Pit Lane Exit on the first racing lap.

(vi) The race is started, if appropriate, upon return from the Green Flag Lap in the usual way. If one Green Flag Lap has already been completed before the 'start delayed' board is shown then the race is reduced by 1 (one) lap. Then, if the start is delayed again and another lap is lost or if this causes issues with the running of the timetable the Championship Clerk of the Course will set a new race distance.

3.9 RACE STOPS

3.9.1 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 drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and return to the starting grid area which will automatically become a Parc Fermé Area. Cars may not enter the Pits unless directed to do so. Work on cars already in the Pits must cease when a race is stopped.

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

The race will be null and void. The race will restart from the original grid positions. Competitors unable to take the restart may be replaced by reserves who will start from the pit lane in reserve order. Gaps on the grid should not be closed up. The length of the restarted race will be determined by the Clerk of the Course.

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

3.9.2 The race will restart from a grid set out in the finishing order of part one, in accordance with MSA regulation Q5.4.2. Only cars that 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 under their own power at the showing of the Red Flag. The decision of the Championship Clerk of the Course will be final. Parc Fermé conditions will apply on the grid and to cars already in the Pits between the two parts of the race.

3.9.3 If the leader has completed more than 75% of the race distance or duration it shall not be restarted and the results will be declared in accordance with MSA Regulation Q5.4.3.

3.9.4 In the event of a restarted race, MSA regulation Q5.5 will apply to any repairs to cars required during the interval.

3.9.5 Entrants/Drivers are advised that two Red Flag race stoppages in any one round may result in their race being placed at the end of the day's racing, time permitting. Similarly, Entrants/Drivers are advised that, should the timetable be running late, their race may be postponed until later in the timetable to allow for a BTCC race to start at its scheduled start time and/or their scheduled race distance may be reduced by the Championship Clerk of the Course in consultation with the BTCC Co-ordinator and with the approval of the Stewards of the Meeting.

3.9.6 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. Any such race will become a completely new round and qualifying times set at the new venue will apply.

3.10 RE-SCRUTINY / DRIVER AVAILABILITY

3.10.1 Any vehicle involved in an accident, or having been modified in any way subsequent to pre-Event scrutiny, must be re-presented to the Licenced Eligibility Scrutineer for further examination.

3.10.2 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 Driver's qualifying times to that point in the session.

- 3.10.3 If a Driver 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 Entrant / Driver may be heard in their absence.
- 3.10.4 Entrants / Drivers 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 Entrant/Driver may be heard in their absence.
- 3.10.5 Entrants' / Drivers' cars may not be removed from the Paddock during an Event after initial 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 Entrant's/Driver's car to be re-scrutineered at any time.

3.11 PITS & PITLANE SAFETY

- 3.11.1 Pits: Entrants must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.
- 3.11.2 Pitlane: The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all drivers to take all due care and drive at minimum speeds in pitlanes. During qualifying sessions and races, Drivers leaving the Pit Lane will do so on their own responsibility, however a marshal with a Blue Flag will warn of cars approaching.
- 3.11.3 Refuelling: There is no refuelling to be carried out during any official Ginetta sessions.
- 3.11.4 Speed Limit: The Pit Lane Speed Limit during each Meeting and official test day at all times 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.
- 3.11.5 The Penalty will be a Drive through Penalty in the race but if the infringement is notified to the Championship Clerk of the Course after the end of a race, he may levy a fine of £10 for each Km/h above the speed limit (this penalty will apply for qualifying) or impose a retrospective time penalty. Signs and /or lines are used to indicate the beginning and end of the area to which the speed limit applies.

3.12 RACE FINISHES

- 3.12.1 After taking the Chequered Flag drivers are required to:
Progressively and safely slow down, remain behind any competitors ahead of them, return to the Pitlane Entrance going directly to Parc Fermé as instructed, comply with any directions given by Marshals or Officials and keeping helmets on and harnesses done up while on the circuit or in the pitlane and should remain in Parc Ferme with their cars until released by the Licenced Eligibility Scrutineer or are required for Podium Presentations.
- 3.12.2 Parc Fermé Regulations will apply to the area between the Start / Finish Line and the Parc Fermé entrance. Any area deemed necessary by the Series Eligibility/Safety

Scrutineer and/or his nominated representative will be subject to Parc Fermé conditions with no exceptions.

3.12.3 Once in the Parc Fermé area, Drivers required for the podium presentations must proceed immediately to the podium. The Drivers required will be those finishing first, second and third.

3.12.4 Team personnel are only allowed into the Parc Fermé area at the invitation of the Licenced Eligibility Scrutineer. Should unauthorised team personnel be present in Parc Fermé, they render their car liable to exclusion from the Event. Any breach to Parc Ferme regs will be reported to the Clerk who may impose penalties as appropriate. On request of the Series Eligibility / Safety Scrutineer, the Parent or Legal Guardian of the driver will be permitted in Parc Fermé.

3.13 RESULTS

3.13.1 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. The Championship Clerk of the Course may declare the race results provisional until any investigation of video or other evidence has been completed and subsequent judicial procedures undertaken regardless of whether this investigation is as a result of a protest or merely a result of establishing if a Regulation has been broken. These results will remain provisional until such time as they are declared final by the Championship Clerk of the Course upon completion of any judicial procedures and this will be communicated to all Entrants / Drivers via a Championship Newsletter.

3.14 TIMING MODULES

3.14.1 All competitors will be required to fit an Electronic Self Identification Module (Transponder) as per Q12.2.1. to their cars 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.

3.14.2 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.

3.14.3 Timing modules must be positioned in the location as shown within the 2015 Ginetta G55 nomenclatures (See regulation 5.2.1).

3.15 DIFFICULTY

3.15.1 If any Driver experiences a serious mechanical problem at any stage he / she 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 any removable steering wheel must be reattached before the Driver gets behind the protective safety barriers. The Driver should stay with the car to

assist recovery crews with the task of bringing the car back to the pits at the end of the session.

3.16 ASSISTANCE

3.16.1 Regardless of the circumstances, once a Driver has received mechanical assistance to move his/her car from one position to another he/she is not permitted to continue within that particular session or race even if, after being moved into a position of safety, he / she feels he / she is able to continue.

3.17 SPARE CARS

3.17.1 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 2015 MSA Yearbook. A competitor using a replacement car will incur a 20 point reduction in the Championship points.

3.17.2 A replacement car is considered to be any car other than that which was originally scrutineered for a particular Event.

3.18 SAFETY CAR

3.18.1 Unless specified below or within supplementary regulations, the safety car will operate in accordance with the 2015 MSA Yearbook (Section Q4.91-Q4.94)

3.18.2 The Safety Car will be brought into operation 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.

3.18.3 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/finish line. If these locations are to be varied specific written instructions and verbal briefings will be issued detailing the exact locations to be used.

3.18.4 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.

3.18.5 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.

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

3.18.7 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.

- 3.18.8 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.
- 3.18.9 While the safety car is in operation, competing cars may enter the pit lane, but may only rejoin 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.
- 3.18.10 The Safety Car will remain in operation until at least the majority of competing cars on the circuit are lined up behind it.
- 3.18.11 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.
- 3.18.12 Following the safety car extinguishing its lights, and prior to passing the green flag, the race leader will dictate the pace and, if necessary, fall more than five car lengths behind the Safety Car. 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 drivers must proceed at a pace which involves no erratic acceleration or braking nor any other manoeuvre which is likely to endanger other drivers or impede the restart.
- 3.18.13 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.
- 3.18.14 The first three laps while the safety car is in service will not count as race laps. Subsequent laps covered while the safety car is in service will be counted as a race laps.
- 3.18.15 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.
- 3.18.16 Should it be necessary to stop a race during a Safety Car deployment the Safety Car, with all competing vehicles following, will pass through the red flag at the start/finish line, complete one further lap at reduced speed and then, once the Safety Car comes to a stop at a position indicated by the Safety Car observer (which will usually be either the grid or Parc Fermé), all competing cars must stop behind it unless otherwise directed.
- 3.18.17 In exceptional circumstances the following may apply:

- 3.18.18 (i) The race may be started behind the Safety Car. In this case its revolving yellow/amber lights will be turned on at the two-minute signal. This is the signal to the Entrants/Drivers that the race will be started behind the Safety Car and it will remain at the front of the grid during the remainder of the countdown. When the Green Flag is shown at the Start/Finish Line, the Safety Car will leave the grid and all cars will follow in single file in grid order no more than 5 (five) car lengths apart. The race will be deemed to have started when the Safety Car leaves the grid and the Green Flag is displayed.
- 3.18.19 (ii) Cars will leave the grid in single file grid order behind the Safety Car under the instruction of the Chief Start/Finish Line Marshal. Cars will remain in single file without overtaking, except that a car that falls behind may regain its grid position if the cars behind it could not avoid passing without unduly delaying the remainder of the field. In this case, Drivers may carefully overtake to re-establish their original starting grid order. If a car falls to the back of the grid, it must remain at the back of the grid.
- 3.18.20 (iii) Any car(s) delayed leaving the grid may not overtake another moving car if stationary after the remainder of the cars had crossed the line. In this case the car(s) shall remain at the back of the grid, in the order they left the grid.
- 3.18.21 (iv) A time penalty or Drive Through Penalty may be imposed on any Driver who, in the opinion of the Clerk of the Course, unnecessarily overtakes another Driver during these laps.
- 3.18.22 (v) The "SC" boards and Yellow Flags will be displayed at Marshals' Signalling Posts around the circuit until the Clerk of the Course withdraws the Safety Car from use in accordance with Regulation 3.19.10, 3.19.11 and 3.19.12.
- 3.18.23 (vi) All laps undertaken in this start procedure will be deemed to be counted as race laps
- 3.18.24 Any car being driven unnecessarily slowly, erratically or which is deemed potentially dangerous to other drivers at any time whilst the safety car is deployed will be reported to the Clerk of the Course. This will apply whether any such car is being driven on the track, the pit entry or the pit lane.

3.19 DRIVING STANDARDS

3.19.1 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:

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

3.19.2 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 pitlane, observing the pitlane speed limit between the 'in' and 'out' control lines, and exiting the pitlane to rejoin the race, without stopping at his / her pit.

- 3.19.3 Failure to comply with the imposition of a drive through penalty, may result in exclusion from the race in question
- 3.19.4 In the event that a penalty described above cannot be imposed for operational reasons during a race, the competitor concerned may be given a 30 second elapsed time penalty (and relative Licence Penalty Points) as an alternative
- 3.19.5 Any competitor who exceeds the limit of the track should only rejoin when safe to do so and without gaining an advantage. Any competitor who is deemed to have gained an advantage, or repeatedly exceeds the track limits may be penalised by way of a 'Drive Through' or 'Stop / Go' penalty, in accordance with MSA regulation Q12.6.
- 3.19.6 In addition to a 'Drive Through' or 'Stop / Go' penalty, the competitor may also be subject to penalties in accordance with Q14.5.
- 3.19.7 The Organisers will meet following each race weekend to assess all on and off track incidents.
- 3.19.8 The Organisers will use any evidence available to them to request that the Championship Stewards investigate any drivers who are deemed to show poor driving standards or bring the championship into disrepute in any such manner through on and / or off track incidents.
- 3.19.9 The Championship Stewards have the ability to impose and enforce Championship penalties affecting championship points and potential refusal of race entries in the way of race suspensions. Penalties made through the driving standards panel may be in addition to any penalties made by the race Officials.
- 3.19.10 Any evidence available to the driving standards panel, such as observers reports and video evidence, may be used to support the imposition of penalties.

3.20 ADDITIONAL SPORTING REGULATIONS ISSUED FOR THE CHAMPIONSHIP

- 3.20.1 The organisers of the Michelin Ginetta GT4 Supercup Championship are determined to create a championship which is cleanly fought and with good sportsmanship prevailing.
- 3.20.2 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. 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.
- 3.20.3 Any driver found guilty of a driving offence which generates penalty points under C 2.1.4 will also have championship points deducted proportional with the severity of penalty imposed. Any deduction of championship points will be three times that of the associated licence penalty points. i.e. formal written reprimand 6 points, fine or time penalty 9 points, exclusion from practice, heat or race 12 points, exclusion from meeting 18 points.
- 3.20.4 In addition to the penalties laid down the Championship Stewards are empowered to deduct Championship points if the conduct of the driver is deemed unacceptable.

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

3.20.6 Each Entrant/Driver is required to have one fire extinguisher per car (minimum capacity 5kg or its equivalent) within their transporter/awning at each Event. This shall not include the extinguisher fitted to the car(s).

3.21 CAMERAS

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

3.21.2 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.

3.21.3 Eligible judicial cameras for use within the Championship are as follows:

- 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

3.21.4 The above cameras must be used in conjunction with the "Go Pro Side mount bracket" and Ginetta manufactured roll cage mount.

3.21.5 Guest drivers will be given the opportunity to rent a judicial camera at a cost of £50 per race meeting. Ginetta will also require a bond of £150 for this service, which will be repayable at the end of the race weekend on return of the loan camera.

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

3.21.7 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.

3.21.8 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 Ferme after the session has been completed. It is the driver/teams responsibility to ensure that the data card has been collected before the car has left Parc Ferme. If in the event of a car not being recovered to Parc Ferme the camera must be left running until a Ginetta representative has been to collect it.

3.21.9 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 in accordance with Commercial Regulations 6.4. 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.

3.22 MANDATORY PIT STOPS

3.22.1 Championship organisers reserve the right to introduce mandatory pit stops at race weekends. Mandatory pit stops may be introduced at up to 2 race weekends during the season. Supplementary regulations will be published separately for each race weekend where pit stops are mandatory. These supplementary regulations will be distributed to drivers and teams via official bulletin.

4 CHAMPIONSHIP RACE PENALTIES

4.1 INFRINGEMENTS OF TECHNICAL REGULATIONS

4.1.1 Arising from post practice Scrutineering or Judicial Action:

Minimum Penalty: The provisions of MSA Regulation C3.3

4.1.2 Arising from post race Scrutineering or Judicial Action:

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

4.1.3 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).

4.1.4 Further penalties may be imposed by the Championship Stewards as outlined within these regulations.

4.1.5 INFRINGEMENTS OF NON-TECHNICAL MSA REGULATIONS AND THE SPORTING REGULATIONS ISSUED FOR THE CHAMPIONSHIP.

4.1.6 As per 2015 MSA Judicial Procedure Regulations and these Championship Regulations.

4.1.7 Up to a 10 Grid Place Penalty may be applied at a driver's future Race, in accordance with MSA Regulations

5 TECHNICAL REGULATIONS - General

5.1 INTRODUCTION

- 5.1.1 The following Technical Regulations are set out in accordance with the MSA specified format.
- 5.1.2 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 G55
 - (iii) in any official technical bulletin that may be published
- is strictly forbidden.**
- 5.1.3 Each Ginetta race car is manufactured to an identical class specification. In the interests of fairness and safety, competitors may not depart from this specification under any circumstances, other than as specified within these regulations.
- 5.1.4 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.
- 5.1.5 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 Entrant / Competitor. In the event of a dispute concerning the compliance of a vehicle with these Regulations, the onus will be on the Entrant / Competitor to satisfy the Organisers with regard to such compliance, and NOT the Organisers to prove non-compliance.
- 5.1.6 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.
- 5.1.7 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 / entrant.
- 5.1.8 As a method of control, any component on a competitor's car may be removed by the Team/Driver 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.
- 5.1.9 Any infringement of these Technical Regulations will render the competitor liable to penalties as defined in Article 4.1 of the Sporting Regulations.

- 5.1.10 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 entrant / driver of each car will be responsible for the safe keeping of the log book which shall be presented with the car at pre event scrutineering.
- 5.1.11 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.
- 5.1.12 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.
- 5.1.13 Lubricants – All cars competing within the Championship must use the lubricants supplied by Ginetta. A technical bulletin will be issued prior to the first round of the 2015 Championship, specifying which oils are to be used in the engine, gearbox and differential of each car.
- 5.1.14 Oil samples will be taken and analysed throughout the season in order to police this regulation.

5.2 GENERAL DESCRIPTION

5.2.1 Nomenclature

The 2015 version of the Workshop Manual/Nomenclature for the Ginetta G55 cars incorporating all clarifications, amendments and details of updated components shall remain the only active version of the document.

5.2.2 The parts used to build Ginetta G55 cars are described in the document named 'nomenclature'.

These parts are divided into 3 categories.

- (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.
- (ii) Category B: Only such modifications as specified in the regulations or the Ginetta G50 / G55 nomenclature are permitted.
- (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.

5.2.3 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.

5.2.4 The 2015 MICHELIN GINETTA GT4 SUPERCUP is a 'one make' race series for Ginetta GT4 G50 and G55 race cars as specified herein. Both right and left hand drive versions of the Ginetta G55 are eligible.

5.2.5 At the discretion of the Organisers, other derivatives of Ginetta GT4 cars may be allowed to participate in any Championship round, but will be placed in a guest class.

5.3 RACE SUITS

- 5.3.1 All competitors will be supplied with a championship-specific race suit as part of their 2015 championship registration fee. The championship-specific race suit must be worn at each round of the 2015 Michelin Ginetta GT4 Supercup and must retain the original championship and trade sponsor badges. Other areas of the championship race suit may be used for competitors own sponsor badges. The championship organisers reserve the right to remove any badges or branding which is deemed to be unsuitable or conflicts with other championship / Ginetta sponsors.
- 5.3.2 Any competitor not wearing the designated championship-specific race suit on a championship race weekend will not be ineligible for points and prize money, unless specifically agreed with the Championship Co-ordinator.

5.4 NUMBERS AND DECALS

- 5.4.1 All cars must carry championship and trade sponsor decals.
- 5.4.2 Each car must carry championship decals as per the figure in Appendix C. 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.
- 5.4.3 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.
- 5.4.4 Failure to comply with regulations 5.4.2 and 5.4.3 will not be subject to a technical non-compliance but will be liable to penalty under the commercial regulations for the championship.

~~6 TECHNICAL REGULATIONS — Ginetta G50 GT4~~

~~SAFETY REQUIREMENTS~~

~~The Ginetta G50 race car is manufactured to comply with the following safety requirements of Section K of the 2015 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 (ie. 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 Ferme 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 (eg.pin) having been made whilst the vehicle is either competing or in Parc Ferme, will be subject to report to the Clerk of the Course for possible penalisation as an offence against Safety Regulations.~~

~~K5 Two fog lamps, which in the Ginetta are integral with the rear light cluster~~

~~K6 Internal fuel filler that can be positively closed~~

~~K8 External Circuit Breaker~~

~~K13 Head restraint — as part of mandatory seat.~~

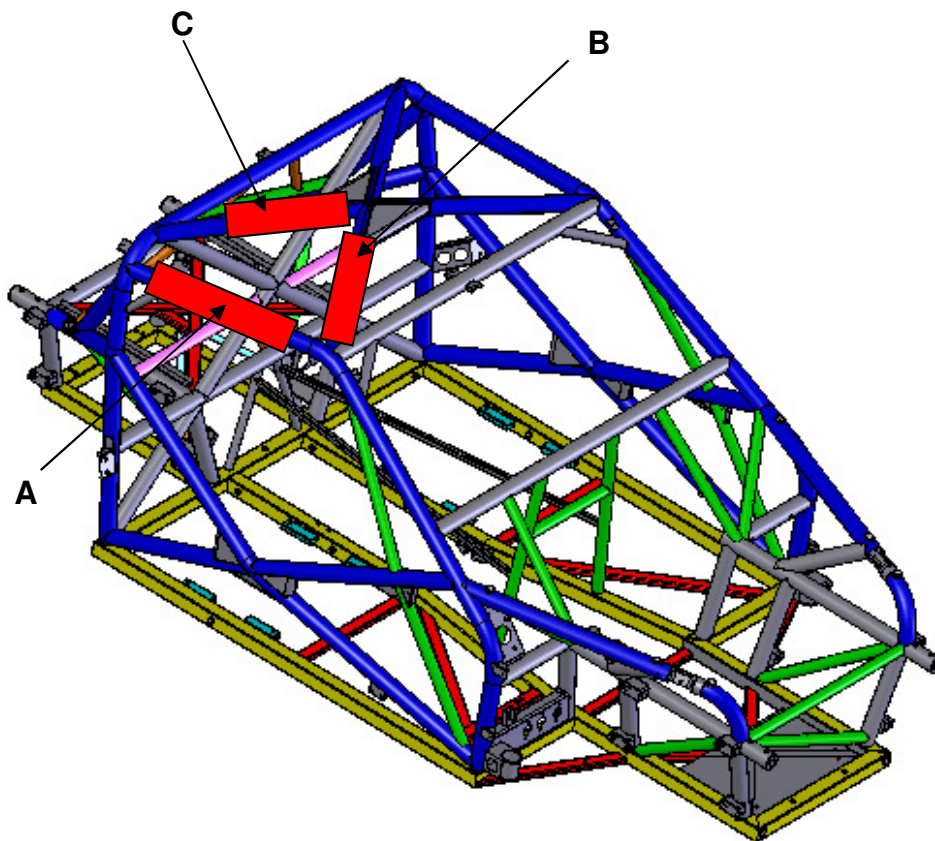
~~The attention of all competitors is drawn to Articles K9, K10, and K11 of the MSA Yearbook, relating to overalls, crash helmet and visors.~~

~~The use of head and neck support systems (HANS) according to the FIA Code, standard 8858-2002, is compulsory. The helmet manufacturer must certify the tether anchorages and their mounting.~~

~~For clarification on clothing standards and for a list of approved helmets you may refer to the FIA website, www.fia.com.~~

~~Any padding on the roll cage must comply with FIA standard 8857-2001~~

~~Roll cage padding (complying with FIA standard 8857-2001) must be used on the sections of roll cage as shown in the diagram below:~~



Lengths of padding required:

- A = 500mm
- B = 450mm
- C = 500mm

~~Only with explicate permission from the Licenced Eligibility Scrutineer will a competitor be allowed to qualify / race without the need for the padding.~~

GENERAL TECHNICAL REQUIREMENTS

G50 cars can be either of the following specification car:

Specification GT4 G50

2013 Specification GT4 G50

~~The car must conform to either the 2011 or 2013 version of the G50 GT4 homologation document, Homologation number – Nat-GT4-009.~~

~~The Ginetta G50 race car is built to comply with the provisions of Sections J Tech (all vehicles) and Q (race vehicles). Competitors are reminded that a catch tank must be fitted and that the location of the vehicle towing eyes should be suitably marked~~

~~From time to time it will be necessary to approve alternative equivalent components. Only components approved as alternatives and published as such by the Championship Organisers~~

and/or their appointed representatives in official amendments to these regulations are eligible for the 2015 MICHELIN Ginetta GT4 SUPERCUP.

In case of force majeure, Ginetta Cars may at any time approve alternative components. Competitors will be notified of any changes to the regulations via a published bulletin. If alternative components are to be used, these must be declared within the car's log book when the car is presented for scrutineering.

CHASSIS

The Ginetta G50 is manufactured to a standard specification and may not be altered. All chassis repair work must be undertaken only through Ginetta Cars Ltd.

BODYWORK

The Ginetta G50 race car body is manufactured to a standard 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.

A bodywork template/profile tool may be used by the Licenced Eligibility Scrutineer 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 Championship 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.

A minimum of two rear view mirrors must be fitted. It is permissible to use an alternative central rearview mirror, to the one supplied by Ginetta Cars.

The driver's seat is fixed and in compliance with MSA Regulation J 5.3.1 (Ginetta part number G50Q0001). Drivers may change their seat only with written confirmation from the Championship Organisers and must be declared within the car's log book when the car is presented for scrutineering.

A standard front screen, as supplied by Ginetta Cars Ltd must be fitted. (Ginetta part number G50B0005)

A rear floor kit must be fitted to the Ginetta G50 race car as detailed in drawing number X0017 within the current Ginetta G50 Cup nomenclature. The diff cooler must be remounted accordingly as shown in drawing number XX048 within the 2015 Ginetta G50 Cup nomenclature.

The rear section of the bodywork must have one naca duct on either side as per the 2015 Ginetta G50 Cup nomenclature. The position of the naca ducts must be as supplied by Ginetta Cars and may not be altered.

The rear bumper of the bodywork must be 2015 specification with vents cut out as shown in the 2015 Ginetta G50 Cup nomenclature. The vents must be covered with mesh as supplied by Ginetta cars. Alternative mesh may not be used.

~~The bonnet must be a 2015 specification bonnet with uncovered airbox inlet. Current specification bonnets may be updated using the official Ginetta splash mold and update kit.~~

~~A Carbon Side Impact Panel (Part Number G50ZB0157A) and cover (Part Number G50ZB0170) must be fitted, in accordance with the 2015 Ginetta G50 nomenclature.~~

~~REAR WING~~

~~The Ginetta G50 race car must only use a rear wing aero kit as supplied by Ginetta Cars, corresponding to the relevant specification homologation document. All components of the rear wing kit must remain as standard and as supplied by Ginetta cars and may not be altered in any way. No additional structures, other than those permitted by Ginetta Cars are allowed.~~

~~The position, angle and height of the rear wing may only be adjusted within standard limits of the rear wing aero kit using the pre-drilled holes and standard components. A template may be used to certify that no modifications have been made to any part of the rear wing kit.~~

~~PERMITTED ENGINE~~

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

~~The Ginetta G50 GT4 car is supplied with either a Ford 3500cc V6 (2011 Specification) or 3700cc V6 (2013 Specification) engine and ancillaries built by Ginetta Cars and sealed using Ginetta specific seals. The engine seals must be intact and undamaged for the engine to be eligible to take part in official testing, qualifying or racing events. It is the responsibility of the Competitor to ensure the security of the seals. Seals can only be removed by the Licenced Eligibility Scrutineer or approved agent of Ginetta Cars. All broken Seals are recorded and noted by the Championship Organiser, the engine may be subject to inspection at cost to the Competitor.~~

~~If the engine is damaged or worn it must be returned to Ginetta Cars for exchange or repair by Ginetta Cars. Any maintenance to the engine in an area not covered by the Seals must use original parts for this engine, in any dispute the part in question will be compared to the relevant part and/or drawing held by Ginetta Cars.~~

~~Engine Control Unit. (ECU) The cars are fitted with a MOTEC M800. This is fitted with a bespoke Fuel and Ignition map and Engine run data which are Password protected. The ECU must not be tampered with in anyway. The ECU can be interrogated at anytime during a race meeting by the Licenced Eligibility Scrutineer or approved Ginetta Cars agent. The Championship Organisers reserve the right to exchange any Competitors ECU with an Official Series spare.~~

~~Engine Wiring Loom. This must remain as supplied by Ginetta Cars (G50L0006) with no modifications permitted.~~

~~Manifolds. It is permissible to use only inlet and exhaust manifolds (G50F0002, G50F0003) as supplied by Ginetta Cars and bearing official identification stamps. Polishing, abrasive cleaning, or otherwise altering the manifolds internally, is prohibited.~~

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

~~Air Filter. (G50E0015) This must be fitted at all times and must remain located in the current specification G50 air box.~~

~~Fuel Pressure. The fuel pressure regulator supplied with the car is the only eligible type. The fuel pressure must be 5.0 BAR +/- 0.1 BAR. The fuel pressure will be checked regularly to ensure compliance.~~

~~Spark Plugs. New engines are supplied with Motorcraft Platinum CYSS12F-5 spark plugs. These can be replaced using NGK PTR 5A-10 5055 plugs supplied by Ginetta Cars Ltd. Both are eligible in the Championship.~~

~~TRANSMISSION / FINAL DRIVE~~

~~The Ginetta G50 race car may be fitted with either a Quaife 6-speed sequential gearbox as supplied by Ginetta Cars, or the Hewland 6-speed sequential gearbox as supplied by Ginetta Cars.~~

~~It is the competitor's responsibility to ensure that the following prescribed gear ratios are retained at all times during competition: 1st 15:30, 2nd 15:23, 3rd 17:21, 4th 20:21, 5th 25:23, 6th 24:20. A Ginetta Cars supplied CWP limited slip differential, with a final drive ratio of 3:42 must be used. The sealed Gearbox and sealed differential may only be rebuilt by Ginetta Cars Ltd.~~

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

~~Flywheel. The flywheel must remain as supplied by Ginetta Cars Ltd. The weight of a new flywheel is 3.75kg and must not be modified in any way.~~

~~The Ginetta supplied paddle shift system, part number G50-G0222 may be fitted. The kit must be fitted, as supplied by Ginetta and fitted in its entirety.~~

~~INDUCTION SYSTEM~~

~~The standard induction system as supplied by Ginetta Cars Ltd, and consisting of a single throttle body of bore size 65mm, mounted inside the carbonfibre air box (Ginetta part number G50E0063 and G50E0062) must be retained. Throttle body Ginetta part number G50E0017. No modification to this system, or inclusion of additional structures between the air box and throttle body assembly is permissible. The throttle Body housing shall not be modified internally in any way. No polishing or re-profiling is permitted. The external throttle linkage, including the throttle return spring, and the fly by wire control unit may not be reworked. Air filter (G50E0015) supplied as standard by Ginetta Cars Ltd. No modification is permissible to this system, whatsoever.~~

~~ELECTRICS~~

~~Battery must remain as supplied by Ginetta Cars. The original location of the battery must be retained utilising the standard mountings. Terminals must be insulated. In compliance with MSA Regulation J 5.14.5, the battery earth lead should be identified by a yellow marking.~~

~~The coil on plug units must remain standard and in their original location. (Ginetta part number G50E0018). The dual triple channel ignition modules must remain standard (Ginetta part number G50L0048).~~

The fitting of additional instrumentation is not permitted unless under regulation 6.9.5

The standard Motec data acquisition system is the only permitted device and must remain set to standard config as supplied with the Ginetta G50 Cup Car. 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 Championship Organisers or Licenced 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 Championship Organisers reserve the right to download and access all data at anytime during either race or qualifying sessions and during official test sessions / Ginetta organised sessions.

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

The 12 volt standard alternator must be fitted. The minimum output of the alternator must remain as standard at all times.

The starter motor must remain standard as supplied by Ginetta Cars LTD (Ginetta part number G50E0004)

Cars must be fitted with standard Ginetta front lights with clear lenses or the alternative imitation light pod (Ginetta part number G50B0141 / G50B0142) with clear lenses (Ginetta part number G50B0101 / G50B0102).

Cars must be fitted with the 2015 specification rear lights including LED brake lights, fog lights and indicators. These must be operational at all times whilst on circuit.

COOLING SYSTEM

The standard layout of the cooling system must be as issued by Ginetta cars LTD. The radiator (Ginetta part number G50P0001) must be standard and remain in its original location. The thermostat and housing may not be replaced.

It is permitted to fit an optional larger engine oil cooler, part number 50-625-7612 as supplied by Ginetta cars.

It is permitted to fit the larger oil cooler, part number 50-625-7612 to the diff cooling system. It is also permitted to mount the cooler with the unions to the top. This update also requires a new larger cooler duct part no G50G0135, which is permissible. New oil pipes will be required with this layout. It is permitted to source and replace the pipes as necessary providing they are considered a direct replacement.

The only permissible gearbox oil cooler will be 13 row or 25 row versions (Ginetta part number 50-625-7612). This must be fitted with either oil pump, part number G096 or the up rated oil pump part number G0110. The permissible oil pipes for this set up are part numbers G0094, G0095, and G0103, however equivalent pipes will be permissible as long as they are deemed to be a direct replacement.

No other modifications than those referred to above are permissible.

~~BRAKES~~

~~The standard braking system as supplied by Ginetta Cars Ltd must be retained as per the relevant homologation documents.~~

~~There are NO permitted additional modifications.~~

~~Brake master cylinder (Ginetta part number G50I0016), with 0.7 inch bore size must be retained as standard for the front braking system.~~

~~The rear braking system may be fitted with either of the following components:~~

~~0.70 inch bore size, Part Number 64067884~~

~~0.75 inch bore size, Part Number 64067620~~

~~These parts must be supplied through Ginetta Cars and not be modified in any way.~~

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

~~Front: PERFORMANCE FRICTION; 7700.01.16.54 Ginetta part number G50 I 0003~~

~~Rear: PERFORMANCE FRICTION; 0044.01.15.54 Ginetta part number G50 I 0008~~

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

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

~~Brake bias may be altered using the standard balance bar supplied by Ginetta Cars Ltd.~~

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

~~SUSPENSION~~

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

~~Front and Rear anti-roll bars must remain standard as supplied by Ginetta Cars LTD and remain in the standard locations and standard material T45 35/2mm. 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 C0022)~~

~~Rear anti roll bar (Ginetta part number D0009)~~

~~The lower damper bolt fitted to the car must be Part Number G50C0055. No earlier versions of the component will be permitted.~~

~~The minimum ride height of the chassis shall be in excess of 60mm at all times, as measured in a vertical plane from the lowest point of the chassis to the ground surface below. The minimum ride height of any part of the car, other than the chassis, shall be in excess of 50mm, as measured in a vertical plane.~~

~~At each championship round, the Licenced Eligibility Scrutineer will designate a location where all ride height measurements shall take place.~~

~~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.~~

~~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.~~

~~As standard, the shims are supplied in the following thicknesses~~

~~2.00mm~~

~~3.00mm~~

~~5.00mm~~

~~The front and rear wheel camber may be adjusted to a minimum by use of a single 3.00 mm thick shim per upright and to a maximum of 15.00 mm per upright using a combination of the standard shims.~~

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

~~Springs. The only permitted springs are the ones as outlined below and supplied within the range as detailed by Ginetta Cars LTD. The use of additional 'helper' springs is not permissible. Springs are required to have legible manufacturers identification marks to be considered to be compliant with the technical regulations.~~

~~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.~~

~~Spring range (outlined only) and part numbers;~~

~~550 lbs (Ginetta part number G50D0016)~~

~~650 lbs (Ginetta part number G50D0015)~~

~~700 lbs (Ginetta part number G50C0079)~~

~~750 lbs (Ginetta part number G50D0017)~~

~~800 lbs (Ginetta part number G50C0009)~~

~~900 lbs (Ginetta part number G50C0080)~~

~~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.~~

~~The standard track and wheelbase dimensions must be retained.~~

~~WHEELS~~

~~The standard wheels of size 9" x 18" as supplied by Ginetta Cars Ltd (Ginetta part number G50J0001) must be used on the front axle uprights and may not be modified or substituted for others.~~

~~The standard wheels of size 10" x 18" as supplied by Ginetta Cars Ltd must be used on the rear axle uprights and may not be modified or substituted for others.~~

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

TYRES

The intention of these regulations is:

- ~~(i) To contain costs by limiting the number of tyres which can be purchased on behalf of any one driver during the series.~~
- ~~(ii) To limit the number of tyres used per car/driver per complete event,~~
- ~~(iii) To prohibit the use of any method of raising the temperature of tyres by adding heat artificially.~~
- ~~(iv) To prohibit the application of any material to alter the standard performance of the tyres.~~
- ~~(iv) 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.~~

The only permitted tyres for use in this Championship are as follows:

~~Michelin 25/64-18 S9H (slick front tyre)
Michelin 27/65-18 S9H (slick rear tyre)~~

~~Michelin 24/64-18 P2G (Wet front tyre)
Michelin 27/65-18 P2G (wet rear tyre)~~

~~The maximum number of tyres available to each car for use during each Championship meeting (where two or three rounds are timetabled over a single weekend) will be limited to 4 new tyres and 2 used tyres. The 'used' spare tyres must be those used (and thus will have been nominated) on a previous race weekend.~~

~~A maximum of 6 tyres must be presented at scrutineering (4 on the car, 2 additional tyres) for registration and recording by the Licenced Eligibility Scrutineer. The two additional tyres must consist of one front and one rear tyre. Two of the six tyres must be those used at a previous meeting in the 2015 championship and as such will be recorded within the car's log book from a previous meeting. The only exception to this is the first event at Brands Hatch. At the Brands Hatch meeting only (March 30/31), the maximum number of tyres available to each car is 6 tyres (new or used).~~

~~If a competitor joins the Championship part way through the season, or for a single round, up to 4 new tyres may be allocated, with the other two tyres being of a used condition. The Licenced Eligibility Scrutineer will have the final say on the tyres condition, and if it meets the 'used' criteria.~~

~~Bar coding and / or permanent paint marking will be used to control tyre use. It is the competitor's responsibility to ensure that all tyres are marked before use and logged by the series co-ordinator and/or Licenced Eligibility Scrutineer.~~

~~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.~~

~~Tyre location on the G55 Cup Car must remain standard throughout any qualifying session, i.e. it is not permissible to move tyre location across an axle or front to back mid-session.~~

~~A car may only use 4 dry tyres and 4 wet tyres during a qualifying session unless a tyre is damaged. If a tyre is damaged during a qualifying track session, it may only be replaced with permission from the Licenced Eligibility Scrutineer.~~

~~The type of tyre (wet or dry) may be altered during a session. However, the location of any tyre on the car may not be altered during the course of the qualifying session. i.e. If dry tyre number 1 is located on the front right at the start of the qualifying session and the car ends the session on dry tyres, then dry tyre number 1 must be located on the front right.~~

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

~~Dry weather, (slick) controlled tyres for the Championship, will be marked on one face of the tyre by the appointed tyre marker, with an individual unique serial number which will also be recorded in the drivers Tyre Purchase Record,~~

~~Wet weather (treaded) tyres will not be serial numbered and will not be subject to this number limiting regulation.~~

~~It shall be the sole responsibility of the Drivers/Entrants to judge whether the track is wet enough to justify the use of wet weather (treaded) tyres.~~

~~The Clerk of the Course will not judge whether the track is wet enough to justify the use of wet weather (treaded) tyres.~~

~~Wet tyres may not be used in conjunction with dry tyres.~~

~~Any tyres required for use in official qualifying, race(s) and official test days, may only be purchased:~~

- ~~(i) from the approved supplier (Protyre Motorsport) or through Ginetta Cars.~~
- ~~(ii) If, at the time of purchase the drivers Tyre Purchase Record for the car, onto which tyres are to be fitted, is presented, for inspection and allocation of tyre identification numbers.~~

~~Only in exceptional cases where, in the judgement of the Licenced Eligibility Scrutineer, damage to a maximum of 2(two) nominated slick tyres makes further participation in the event impossible, nominated 'used' front and/or rear 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 race weekend, the 'used' spare tyres must be those used (and thus will have been nominated) on a previous race weekend. The substitution may only be authorised by the Licenced Eligibility Scrutineer.~~

~~Only in very exceptional cases where, in the judgement of the Licenced Eligibility Scrutineer, damage to nominated slick tyres makes further participation in the event impossible and all previously nominated tyres are unusable, new tyres may be purchased. The substitution may only be authorized by the Licenced Eligibility Scrutineer. Up to 4 new tyres may be purchased over a single race weekend. Drivers will be given a 9 championship point reduction for each new tyre purchased outside of the original allocation.~~

~~TYRE NOMINATION~~

~~Each driver/entrant must record on the Tyre Nomination Form, the serial numbers of the 6 slick tyres which he/she intends to use in the event.~~

The Form must be signed by the driver/entrant and submitted to the Technical Support Vehicle before the first timed practice. The Licenced Eligibility Scrutineer or his appointed representative will sign for receipt and return the back copy. The onus is on the driver/entrant to ensure that the completed form is deposited with the Technical Support Vehicle and appointed representative before the first official timed practice. Failure to do so will be the subject of a report to the Clerk of the Course / Stewards

During practice, heats and race(s), only tyres nominated under 5.16.1 and wet weather (treaded) tyres may be kept in the pits.

During the event, checks will be made by the Licenced Eligibility Scrutineer or his appointed representative to ensure compliance between the tyres used and serial numbers recorded on the nomination form. At the end of the race all placed cars will automatically be checked for compliance with this tyre regulation. Non-compliance at any time during the event will be the subject of a report to the Clerk of the Course/Stewards.

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, is being used.

In those exceptional cases where, in the judgement of the Licenced Eligibility Scrutineer, damage to tyres through no fault of the driver/entrant makes further participation in the event impossible, supplementary front and/or rear tyres may be nominated and used. Supplementary tyres are to be selected by the Licenced Eligibility Scrutineer from previously 'used', nominated tyres. The selection is to be entirely at the discretion of the Licenced Eligibility Scrutineer.

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.

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.

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 tyre material at any time for laboratory analysis.

The application of any material (liquid, solid or gas) to any part(s) of the tyres, during official practice is forbidden.

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

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.

Pressure regulation valves are forbidden.

~~At the Licenced Eligibility Scrutineers discretion, the 6 tyres for the event, listed on the Tyre Nomination Form may be retained at the end of Official Practice and Race(s) until a minimum of 30 minutes prior to next time that the tyres are required to be used.~~

~~WEIGHT~~

~~There are two sets of minimum weight limits in operation for G50 cars, as follows:~~

~~2011 Specification – 1065kg car only, including driver is 1160kg.~~

~~2013 Specification – 1075kg car only, including driver is 1170kg.~~

~~The ‘including driver’ 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 reserves the right to amend the G50 GT4 minimum weight limit during the course of the Championship. This will be done by way of an official Championship bulletin.~~

~~In order to meet the criteria of 5.17.1 only, it is permitted to add ballast to the car in accordance with MSA Regulation J 15.15.1 Such ballast must be formed of solid unitary blocks. They must only be fixed using a ballast plate supplied by Ginetta cars (Part number G50R0056) 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.~~

~~Provision must be made for the Licenced Eligibility Scrutineer to affix seals to any ballast fitted.~~

~~Following competition, the driver must remain available with the car under Parc Fermé conditions until released by the Licenced Eligibility Scrutineer, in order to ensure weighing is completed with the minimum of delay. Drivers who are required for post race prize giving and / or media interviews, and who are directed from Parc Ferme by an official of the meeting or a Ginetta official, are permitted to leave Parc Ferme, although must return to their car after such events have taken place to ensure weighing is completed.~~

~~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 the Licenced Eligibility Scrutineer will determine whether any lost part should be taken into account.~~

~~FUEL, FUEL INJECTION AND FUEL TANK~~

~~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.~~

~~The standard 60 litre fuel tank and fuel delivery system may only 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.~~

~~The use of a controlled unleaded fuel complying with the definition laid down in Section B, “The Terminology” Section of MSA Regulations. (Technical Definitions), and supplied by Petrochem Carless, is mandatory. Compliance with this regulation will be verified by fuel testing throughout the season.~~

~~At the end of practice / qualifying, and of the race, 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.~~

~~SILENCING~~

~~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 J5.1.7. concerning noise levels and it is the competitor's responsibility to ensure that the car complies with currently enforced levels.~~

~~6.18.2 Catalytic Converters. These must be fitted at all times and remain unmodified. Tests will be carried out on these during the Season.~~

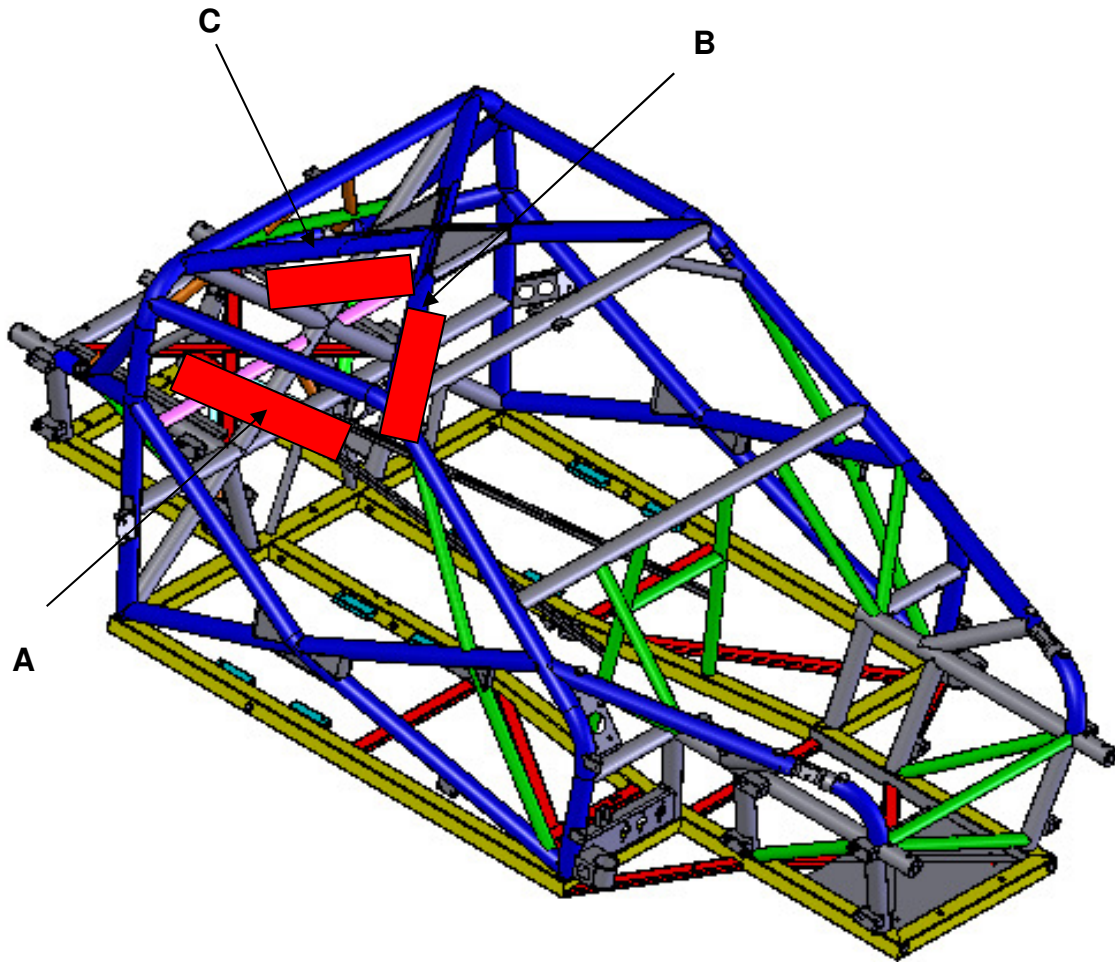
~~PRESENTATION~~

~~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 2015 MICHELIN Ginetta GT4 Supercup. Individual cars may fail scrutineering if as deemed by the Licenced Eligibility Scrutineer to be of poor presentation and / or mechanically unacceptable.~~

6 TECHNICAL REGULATIONS – Ginetta G55

6.1 SAFETY REQUIREMENTS

- 6.1.1 The Ginetta G55 race car is manufactured to comply with the following safety requirements of Section K of the 2015 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 (ie. 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 Ferme area without the specific permission of the Licenced Eligibility Scrutineer. Any system found to be incapable of being operated, by virtue of the imposition of a safety device (eg.pin) having been made whilst the vehicle is either competing or in Parc Ferme, will be subject to report to the Clerk of the Course for possible penalisation as an offence against Safety Regulations.
 - K5 Two fog lamps, which in the Ginetta are integral with the rear light cluster
 - K6 Internal fuel filler that can be positively closed
 - K8 External Circuit Breaker
 - K13 Head restraint – as part of mandatory seat.
- 6.1.2 The attention of all competitors is drawn to Articles K9, K10, and K11 of the MSA Yearbook, relating to overalls, crash helmet and visors.
- 6.1.3 The use of head and neck support systems (FHR) according to the FIA Code, standard 8858-2002, is compulsory. The helmet manufacturer must certify the tether anchorages and their mounting.
- 6.1.4 For clarification on clothing standards and for a list of approved helmets you may refer to the FIA website, www.fia.com.
- 6.1.5 Any padding on the roll cage must comply with FIA standard 8857-2001
- 6.1.6 Roll cage padding (complying with FIA standard 8857-2001) must be used on the sections of roll cage as shown in the diagram below:



Lengths of padding required:

A = 500mm
B = 450mm
C = 500mm

Only with explicate permission from the Licenced Eligibility Scrutineer will a competitor be allowed to qualify / race without the need for the padding.

6.2 GENERAL TECHNICAL REQUIREMENTS

6.2.1 The Ginetta G55 race car is built to comply with the provisions of Sections J Tech (all vehicles) and Q (race vehicles). Competitors are reminded that a catch tank must be fitted and that the location of the vehicle towing eyes should be suitably marked.

6.2.2 From time to time it will be necessary to approve alternative equivalent components. Only components approved as alternatives and published as such by the Championship

Organisers and/or their appointed representatives in official amendments to these regulations are eligible for the 2015 MICHELIN Ginetta GT4 SUPERCUP.

- 6.2.3 In case of force majeure, Ginetta Cars may at any time approve alternative components. Competitors will be notified of any changes to the regulations via a published bulletin. If alternative components are to be used, these must be declared within the car's log book when the car is presented for scrutineering.

6.3 CHASSIS

- 6.3.1 The Ginetta G55 is manufactured to a standard specification and may not be altered. All chassis repair work must be undertaken only through Ginetta Cars Ltd.

6.4 BODYWORK

- 6.4.1 The Ginetta G55 race car body is manufactured to a standard 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.
- 6.4.2 A bodywork template/profile tool may be used by the Licenced Eligibility Scrutineer 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 Championship 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.
- 6.4.3 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. The only exception to this, is the application of adhesive tape to cover a portion of the radiator aperture mesh, but ensuring not to cover the power steering cooler. The tape must adhere to the mesh, not the bodywork so as to not create an aerodynamic advantage.
- 6.4.4 The fitment of the mesh sill front end covers (Part Number-G55B-0250/0251) must be fitted to both Left and right hand sides of the vehicle. Rear covers (Part number-G55-B0261/B0262) must also be fitted, both covers must be supplied by Ginetta Cars. Additional covers may be added but must be checked by the Licenced Eligibility Scrutineer before permitted for use.
- 6.4.5 A minimum of two rear-view mirrors must be fitted. It is permissible to use an alternative central rear-view mirror, to the one supplied by Ginetta Cars.
- 6.4.6 The driver's seat is fixed and in compliance with MSA Regulation J 5.3.1 (Ginetta part number G50Q0001). Drivers may change their seat only with written confirmation from the Championship Organisers and must be declared within the car's log book when the car is presented for scrutineering.
- 6.4.7 A standard front screen, as supplied by Ginetta Cars Ltd must be fitted. (Ginetta part number G55B0016).

- 6.4.8 The rear bumper vents must be covered with mesh as supplied by Ginetta cars. Alternative mesh may not be used.
- 6.4.9 The front splitter must remain positioned in the same plane as the flat floor of the vehicle, ie cannot be angled up or down in relation to the floor. ~~This can be checked by placing a straight edge along the length of the splitter from the front to the rear, and measuring the amount of deviation between it and the floor along the length of the vehicle.~~ This can be checked by taking a measurement from the main chassis rail running down the centre of the car inside the cockpit using a digital angle meter, and comparing this with a measurement from the lower face of the crash box. The front bumper should be fitted directly to the crash box.
- 6.4.10 It is permissible to fit a spacer between the crash box and the chassis to enable the splitter to be adjusted to the correct angle. It will be necessary to re-fit the front bumper to ensure that the space to the bonnet is acceptable.

6.4.11 All cars must be fitted with door impact foam on the driver's side, using the standard kit as supplied by Ginetta cars LTD.

6.5 REAR WING

- 6.5.1 The Ginetta G55 race car must only use a rear wing aero kit as supplied by Ginetta Cars. All components of the rear wing kit must remain as standard and as supplied by Ginetta cars and may not be altered in any way. No additional structures, other than those permitted by Ginetta Cars are allowed.
- 6.5.2 Details of the rear wing kit are shown in the 2015 Ginetta G55 nomenclature.
- 6.5.3 The position, angle and height of the rear wing may only be adjusted within standard limits of the rear wing aero kit using the pre-drilled holes and standard components. A template may be used to certify that no modifications have been made to any part of the rear wing kit.
- 6.5.4 The fitment of a rear wing gurney (Ginetta Part Number G55B0124), metallic or carbon fibre, may be fitted, and must be supplied through Ginetta Cars and not modified in any way.

6.6 PERMITTED ENGINE

- 6.6.1 The following specifications are for information only and are not intended to infer modification is in anyway allowed.
- 6.6.2 The 2015 Ginetta G55 Cup Car is supplied with a 2015 specification Ford 3.7 litre V6 engine and ancillaries built by Ginetta Cars and sealed using Ginetta specific seals. The engine seals must be intact and undamaged for the engine to be eligible to take part in official testing, qualifying or racing events. It is the responsibility of the Competitor to ensure the security of the seals. Seals can only be removed by the Licenced Eligibility Scrutineer or approved agent of Ginetta Cars. All broken Seals are recorded and noted by the Championship Organiser, the engine may be subject to inspection at cost to the Competitor.
- 6.6.3 If the engine is damaged or worn it must be returned to Ginetta Cars for exchange or repair by Ginetta Cars. Any maintenance to the engine in an area not covered by the

Seals must use original parts for this engine, in any dispute the part in question will be compared to the relevant part and/or drawing held by Ginetta Cars.

- 6.6.4 Engine Control Unit. (ECU) The cars are fitted with either a MOTEC M800 or MOTEC M150. These are fitted with a bespoke Fuel and Ignition map and Engine run data which are Password protected. The ECU must not be tampered with in anyway. The ECU can be interrogated at anytime during a race meeting by the Licenced Eligibility Scrutineer or approved Ginetta Cars agent. The Championship Organisers reserve the right to exchange any Competitors ECU with an Official Series spare.
- 6.6.5 Engine Wiring Loom. This must remain as supplied by Ginetta Cars with no modifications permitted.
- 6.6.6 Manifolds. It is permissible to use only inlet and exhaust manifolds as specified in the Ginetta G55 Cup nomenclature and supplied by Ginetta Cars and bearing official identification stamps. Polishing, abrasive cleaning, or otherwise altering the manifolds internally, is prohibited.
- 6.6.7 Catalytic Converters. A catalytic converter must be fitted to each exhaust and must be working at all times and remain unmodified. Tests will be carried out to ensure compliance.
- 6.6.8 Air Filter. This must be fitted at all times and remain as supplied by Ginetta Cars.
- 6.6.9 Fuel Pressure. The fuel pressure regulator supplied with the car is the only eligible type. The fuel pressure must be 5.0 BAR +/-0.1 BAR. The fuel pressure will be checked regularly to ensure compliance.
- 6.6.10 Spark Plugs. New engines are supplied with Motorcraft Platinum CYSS12F-5 spark plugs. These can be replaced using NGK PTR 5A-10 5055 plugs supplied by Ginetta Cars Ltd. Both are eligible in the Championship.

6.6.11 One of either of the following oil pump pulley and belts kits may be fitted:

- OIL SCAV BELT SHORT, GIN-V6-0050
- OIL PUMP PULLEY HIGH SPEED, GIN-V6-0049

All other parts of the oil pump and scavenge system must remain as supplied by Ginetta Cars LTD.

6.7 TRANSMISSION / FINAL DRIVE

- 6.7.1 The Ginetta G55 race car must retain the Hewland 6 speed sequential gearbox as supplied through Ginetta Cars Ltd. It is the competitor's responsibility to ensure that the following prescribed gear ratios are retained at all times during competition: 1st 15:30, 2nd 15:23, 3rd 17:21, 4th 20:21, 5th 25:23, 6th 24:20. A Ginetta Cars supplied CWP limited slip differential, with a final drive ratio of 3:73 must be used. The sealed Gearbox and sealed differential may only be rebuilt by Ginetta Cars Ltd.
- 6.7.2 The clutch, as supplied by Ginetta Cars Ltd must be retained in its original form.
- 6.7.3 Clutch master cylinder bore size 0.812, part number G40G0053 may be fitted as an upgrade to the standard component.

- 6.7.4 Flywheel. The flywheel must remain as supplied by Ginetta Cars Ltd. The weight of a new flywheel is 3.75kg and must not be modified in any way.
- 6.7.5 The Ginetta supplied paddle shift system, part number G50-G0222 must be fitted. The kit must be fitted, as supplied by Ginetta and fitted in its entirety.

6.8 INDUCTION SYSTEM

- 6.8.1 The standard induction system as supplied by Ginetta Cars Ltd, and consisting of a single throttle body. No modification to this system, or inclusion of additional structures between the air box and throttle body assembly is permissible. The throttle body housing shall not be modified internally in any way. No polishing or re-profiling is permitted. The external throttle linkage, including the throttle return spring, and the fly by wire control unit may not be reworked. Air filter (G50E0015) supplied as standard by Ginetta Cars Ltd. No modification is permissible to this system, whatsoever.

6.9 ELECTRICS

- 6.9.1 Battery must remain as supplied by Ginetta Cars. The original location of the battery must be retained utilising the standard mountings. Terminals must be insulated. In compliance with MSA Regulation J 5.14.5, the battery earth lead should be identified by a yellow marking.
- 6.9.2 The coil on plug units must remain standard and in their original location. The dual-triple channel ignition modules must remain standard.
- 6.9.3 The fitting of additional instrumentation is not permitted unless under regulation 6.9.5.
- 6.9.4 The standard Motec data acquisition system is the only permitted device and must remain set to standard config as supplied with the Ginetta G55 Cup Car. No additional connections may be made to the ECU whatsoever, other than the standard Ginetta logging update parts stated in regulation 6.9.11.
- 6.9.5 As a routine part of eligibility control procedures, it may be called upon by either the Championship Organisers or Licenced 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 Championship Organisers reserve the right to download and access all data at anytime during either race or qualifying sessions and during official test sessions / Ginetta organised sessions.
- 6.9.6 Any competitor may be required to run additional sensors at any time. It is at the sole discretion of the championship coordinator and Licenced Eligibility Scrutineer as to which cars must run any additional sensors.
- 6.9.7 The 12 volt standard alternator must be fitted. The minimum output of the alternator must remain as standard at all times.
- 6.9.8 The starter motor must remain standard as supplied by Ginetta Cars LTD (Ginetta part number G50E0004)

6.9.9 Cars must be fitted with standard Ginetta front lights with clear lenses or the alternative imitation light pod with clear lenses.

6.9.10 Cars must be fitted with the current specification rear lights including LED brake lights, fog lights and indicators.

6.9.11 Brake pressure and steering angle logging kits may only be fitted using the approved Ginetta upgrade kits, and fitted as per supplied instructions.

6.10 COOLING SYSTEM

6.10.1 The standard layout of the cooling system must be as issued by Ginetta cars LTD. The radiator (Ginetta part number G55P0001) must be standard and remain in its original location. The only exception to this being the fitment of the Ginetta approved Hot Climate radiator and associated parts.

6.10.2 The thermostat and housing may not be replaced.

6.10.3 It is permitted to replace the standard radiator cap with a motorsport type radiator cap of the same fitting. Max pressure of the cap must not exceed 25psi. These must be the same specification as the component Ginetta Part Number-G50ZP0015.

6.10.4 The diff cooler, part number 50-625-7612, must remain as standard and unmodified.

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

6.11 BRAKES

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

Front discs: Ferrous, vented, discs 378mm o/dia x 32mm thick

Type: DIV2175X533C24 R (right-hand) and – L (left-hand)

Rear discs: Ferrous, vented, discs 330mm o/dia x 32mm thick with 6 x grooves per side

Type: DV 330/32/55 – 12/203 R (right-hand) and – L (left-hand)

With:

Front Callipers: Alloy 6 pot callipers : with 2 x 27.00mm dia pistons, 2 x 31.8mm dia pistons and 2 x 38.1mm dia pistons

Type: CAR8949Y14SS RT (right-hand) and –LT (left-hand)

Rear Callipers: Alloy 4 pot callipers : with 2 x 41.3mm dia pistons and 2 x 38.1mm dia pistons

Type: CRB 330/32 – 38/41 RT (right-hand) and –LT (left-hand)

There are NO permitted modifications.

6.11.2 Brake master cylinder (Ginetta part number G50I0016), with 0.7 inch bore size, must be retained as standard for the front breaking system.

6.11.3 The rear breaking system may be fitted with either of the following components:

0.70 inch bore size, Part Number 64067884

0.75 inch bore size, Part Number 64067620

6.11.4 These parts must be supplied through Ginetta Cars and not be modified in any way.

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

Front: PERFORMANCE FRICTION; 7790.01.25.54

PERFORMANCE FRICTION; 7790.11.25.54

Rear: PERFORMANCE FRICTION; 7700.01.16.54

PERFORMANCE FRICTION; 7700.11.16.54

6.11.5 Brake pads must be supplied by Ginetta Cars and are marked accordingly. In the event of an eligibility dispute, reference will be made to PERFORMANCE FRICTION who will decide if the disputed component is authentic.

6.11.6 Brake lines must remain as standard and in the manufacturer's layout.

6.11.7 Brake bias may be altered using the standard balance bar supplied by Ginetta Cars Ltd.

6.11.8 It is not permitted to direct air from ducting to the braking system unless advised by Ginetta Cars LTD as an approved system. The only exception to this will be the drilling of 3 x 50mm in the brake master cylinder cover panel. These must be cut in front of the master cylinders only.

6.12 SUSPENSION

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

6.12.2 Front and Rear anti-roll bars must remain standard as supplied by Ginetta Cars LTD and remain in the standard locations and standard material T45 35/2mm. 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 C0022)

Rear anti roll bar (Ginetta part number D0009)

6.12.3 The lower damper bolt fitted to the car must be Part Number – C0055. No earlier versions of the component will be permitted.

6.12.4 There are two minimum ride height requirements which the Ginetta G55 must conform to. The minimum ride height measured from the centre line of the front wheel to the rear of the vehicle, must be in excess of 60mm for any part of the vehicle. The minimum ride height measured from the centre line of the front wheel to the front of the vehicle shall be in excess of 45mm.

6.12.5 At each championship round, the Licenced Eligibility Scrutineer will designate a location where all ride height measurements shall take place.

6.12.6 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.

6.12.7 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.

6.12.8 As standard, the shims are supplied in the following thicknesses:

2.00mm
3.00mm
5.00mm

6.12.9 The front and rear wheel camber may be adjusted to a minimum by use of a single 2.00 mm thick shim per upright and to a maximum of 15.00 mm per upright using a combination of the standard shims.

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

6.12.11 Springs. The only permitted springs are the ones as outlined below and supplied within the range as detailed by Ginetta Cars LTD. The use of additional 'helper' springs is not permissible. Springs are required to have legible manufacturers identification marks to be considered to be compliant with the technical regulations.

6.12.12 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.

6.12.13 Spring range (outlined only) and part numbers;

550 lbs (Ginetta part number G50D0016)
650 lbs (Ginetta part number G50D0015)
700 lbs (Ginetta part number G50C0079)
750 lbs (Ginetta part number G50D0017)
800 lbs (Ginetta part number G50C0009)
900 lbs (Ginetta part number G50C0080)

6.12.14 Shock absorbers as specified and supplied by Ginetta Cars Ltd in either single or double adjustable format, and must remain to the original manufacturer's specification and located as supplied by Ginetta Cars LTD. Damper traces detailing the required specification can be supplied on request for both single and double adjustable unit.

6.12.15 It is permitted to run 18mm damper eye extension on rear of car only, Part number - G55-D0044. Any car fitted with the extensions must also be fitted with the official Ginetta helper spring kit, Part number - G55-D0062.

6.12.16 The standard track and wheelbase dimensions must be retained.

6.12.17 The standard red poly-bush wishbone spacer, part no – G50ZC0102 must remain fitted and in standard condition. It may be permitted to fit a 5mm piece (made from the body of the standard bush), between the two standard bush's on the longer of the two wishbone pick-ups.

6.12.18 Upgraded lower wishbones, part no (G50-D0055, G50-C0138, G50-C0137) incorporating a rose joint in place of the poly-bush may be fitted, but must remain in standard specification and only be fitted with approved associated spacers.

6.12.19 Upgraded rear toe link kits may be fitted – part number G55-D0053.

6.13 WHEELS

6.13.1 The standard wheels of size 9" x 18" as supplied by Ginetta Cars Ltd (Ginetta part number G50J0001) must be used on the front axle uprights and may not be modified or substituted for others.

6.13.2 The standard wheels of size 10" x 18" as supplied by Ginetta Cars Ltd must be used on the rear axle uprights and may not be modified or substituted for others.

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

6.14 TYRES

6.14.1 The intention of these regulations is:

- (i) To contain costs by limiting the number of tyres which can be purchased on behalf of any one driver during the series.
- (ii) To limit the number of tyres used per car/driver per complete event,
- (iii) To prohibit the use of any method of raising the temperature of tyres by adding heat artificially.
- (iv) To prohibit the application of any material to alter the standard performance of the tyres.
- (iv) 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.

6.14.2 The only permitted tyres for use in this Championship are as follows:

Michelin 25/64-18 S9H (slick front tyre)

Michelin 27/65-18 S9H (slick rear tyre)

Michelin 24/64-18 P2G (Wet front tyre)

Michelin 27/65-18 P2G (wet rear tyre)

6.14.3 The maximum number of tyres available to each car for use during each Championship meeting (where two or three rounds are timetabled over a single weekend) will be limited to 4 new tyres and 2 used tyres. The 'used' spare tyres must be those used (and thus will have been nominated) on a previous race weekend.

6.14.4 A maximum of 6 tyres must be presented at scrutineering (4 on the car, 2 additional tyres) for registration and recording by the Licenced Eligibility Scrutineer. The two additional tyres must consist of one front and one rear tyre. Two of the six tyres must be those used at a previous meeting in the 2015 championship and as such will be recorded within the car's log book from a previous meeting. The only exception to this is the first event at Brands Hatch. At the Brands Hatch meeting only (March 30/31), the maximum number of tyres available to each car is 6 tyres (new or used).

6.14.5 If a competitor joins the Championship part way through the season, or for a single round, up to 4 new tyres may be allocated, with the other two tyres being of a used condition. The Licenced Eligibility Scrutineer will have the final say on the tyres condition, and if it meets the 'used' criteria.

6.14.6 Bar-coding and / or permanent paint marking will be used to control tyre use. It is the competitor's responsibility to ensure that all tyres are marked before use and logged by the series co-ordinator and/or Licenced Eligibility Scrutineer.

- 6.14.7 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.
- 6.14.8 Tyre location on the G55 Cup Car must remain standard throughout any qualifying session, i.e. it is not permissible to move tyre location across an axle or front to back mid-session.
- 6.14.9 A car may only use 4 dry tyres and 4 wet tyres during a qualifying session unless a tyre is damaged. If a tyre is damaged during a qualifying track session, it may only be replaced with permission from the Licenced Eligibility Scrutineer.
- 6.14.10 The type of tyre (wet or dry) may be altered during a session. However, the location of any tyre on the car may not be altered during the course of the qualifying session. i.e. If dry tyre number 1 is located on the front right at the start of the qualifying session and the car ends the session on dry tyres, then dry tyre number 1 must be located on the front right.
- 6.14.11 The use of tyre heating equipment / heat retention devices, tyre treatments or compounds, is prohibited. Any artificial cooling of tyres is prohibited.
- 6.14.12 Dry weather, (slick) controlled tyres for the Championship, will be marked on one face of the tyre by the appointed tyre marker, with an individual unique serial number which will also be recorded in the drivers Tyre Purchase Record,
- 6.14.13 Wet weather (treaded) tyres will not be serial numbered and will not be subject to this number limiting regulation.
- 6.14.14 It shall be the sole responsibility of the Drivers/Entrants to judge whether the track is wet enough to justify the use of wet weather (treaded) tyres.
- 6.14.15 The Clerk of the Course will not judge whether the track is wet enough to justify the use of wet weather (treaded) tyres.
- 6.14.16 Wet tyres may not be used in conjunction with dry tyres.
- 6.14.17 Any tyres required for use in official qualifying, race(s) and official test days, may only be purchased:
- (i) from the approved supplier (Protyre Motorsport) or through Ginetta Cars.
 - (ii) If, at the time of purchase the drivers Tyre Purchase Record for the car, onto which tyres are to be fitted, is presented, for inspection and allocation of tyre identification numbers.
- 6.14.18 Only in exceptional cases where, in the judgement of the Licenced Eligibility Scrutineer, damage to a maximum of 2(two) nominated slick tyres makes further participation in the event impossible, nominated 'used' front and/or rear 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 race weekend, the 'used' spare tyres must be those used (and thus will have been nominated) on a previous race weekend. The substitution may only be authorised by the Licenced Eligibility Scrutineer.
- 6.14.19 Only in very exceptional cases where, in the judgement of the Licenced Eligibility Scrutineer, damage to nominated slick tyres makes further participation in the event

impossible and all previously nominated tyres are unusable, new tyres may be purchased. The substitution may only be authorized by the Licenced Eligibility Scrutineer. Up to 4 new tyres may be purchased over a single race weekend. Drivers will be given a 9 championship point reduction for each new tyre purchased outside of the original allocation.

6.15 TYRE NOMINATION

- 6.15.1 Each driver/entrant must record on the Tyre Nomination Form, the serial numbers of the 6 slick tyres which he/she intends to use in the event.
- 6.15.2 The Form must be signed by the driver/entrant and submitted to the Technical Support Vehicle before the first timed practice. The Licenced Eligibility Scrutineer or his appointed representative will sign for receipt and return the back copy. The onus is on the driver/entrant to ensure that the completed form is deposited with the Technical Support Vehicle and appointed representative before the first official timed practice. Failure to do so will be the subject of a report to the Clerk of the Course / Stewards
- 6.15.3 During practice, heats and race(s), only tyres nominated under 5.16.1 and wet weather (treaded) tyres may be kept in the pits.
- 6.15.4 During the event, checks will be made by the Licenced Eligibility Scrutineer or his appointed representative to ensure compliance between the tyres used and serial numbers recorded on the nomination form. At the end of the race all placed cars will automatically be checked for compliance with this tyre regulation. Non-compliance at any time during the event will be the subject of a report to the Clerk of the Course/Stewards.
- 6.15.5 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, is being used.
- 6.15.6 In those exceptional cases where, in the judgement of the Licenced Eligibility Scrutineer, damage to tyres through no fault of the driver/entrant makes further participation in the event impossible, supplementary front and/or rear tyres may be nominated and used. Supplementary tyres are to be selected by the Licenced Eligibility Scrutineer from previously 'used', nominated tyres. The selection is to be entirely at the discretion of the Licenced Eligibility Scrutineer.
- 6.15.7 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.
- 6.15.8 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.
- 6.15.9 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 tyre material at any time for laboratory analysis.

- 6.15.10 The application of any material (liquid, solid or gas) to any part(s) of the tyres, during official practice is forbidden.
- 6.15.11 It is not permitted to remove debris / rubber pick-up from the tyre surface by the use of a tool and / or heat gun.
- 6.15.12 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.
- 6.15.13 Pressure regulation valves are forbidden.
- 6.15.14 At the Licenced Eligibility Scrutineers discretion, the 6 tyres for the event, listed on the Tyre Nomination Form may be retained at the end of Official Practice and Race(s) until a minimum of 30 minutes prior to next time that the tyres are required to be used.

6.16 WEIGHT

- 6.16.1 The minimum vehicle weight excluding driver is **1085kg** , including driver is **1195kg**. 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.
- 6.16.2 In order to meet the criteria of 6.16.1 only, it is permitted to add ballast to the car in accordance with MSA Regulations J 15.15.1 – J15.15.4 Such ballast must be formed of solid unitary blocks. They must only be fixed using a ballast plate supplied by Ginetta cars (Part number G50R0056) 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.
- 6.16.3 Provision must be made for the Licenced Eligibility Scrutineer to affix seals to any ballast fitted.
- 6.16.4 Following competition, the driver must remain available with the car under Parc Fermé conditions until released by the Licenced Eligibility Scrutineer, in order to ensure weighing is completed with the minimum of delay. Drivers who are required for post race prize giving and / or media interviews, and who are directed from Parc Ferme by an official of the meeting or a Ginetta official, are permitted to leave Parc Ferme, although must return to their car after such events have taken place to ensure weighing is completed.
- 6.16.5 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, the Licenced Eligibility Scrutineer will determine whether any lost part should be taken into account.
- 6.16.6 Ginetta Championship Organisers reserve the right to amend the minimum weights. Any amendments will be made by official championship bulletin.

6.17 FUEL, FUEL INJECTION AND FUEL TANK

- 6.17.1 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.

- 6.17.2 The standard 107 litre fuel tank and fuel delivery system may only 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.
- 6.17.3 The use of a controlled unleaded fuel complying with the definition laid down in the Terminology Section of MSA Regulations. (Technical Definitions), and supplied by Petrochem Carless, is mandatory. Compliance with this regulation will be verified by fuel testing throughout the season.
- 6.17.4 At the end of practice / qualifying, and of the race, 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
- 6.17.5 Front bulkhead to fuel rail upgraded fitting part number G50-M0027 may be fitted rather than the original jubilee clip.

6.18 SILENCING

- 6.18.1 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 J5.1.7. concerning noise levels and it is the competitor's responsibility to ensure that the car complies with currently enforced levels.
- 6.18.2 Catalytic Converters. These must be fitted at all times and remain unmodified. Tests will be carried out on these during the Season.

6.19 PRESENTATION

- 6.19.1 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 2015 MICHELIN Ginetta GT4 Supercup. Individual cars may fail scrutineering if as deemed by the Licenced Eligibility Scrutineer to be of poor presentation and / or mechanically unacceptable.

7 COMMERCIAL REGULATIONS

7.1.1 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.

7.2 COMMERCIAL UNDERTAKINGS

7.2.1 The Race Meetings comprising the Championship shall be conducted in accordance with the Regulations and these Commercial Undertakings.

7.2.2 In these Commercial Undertakings the nomenclature definitions and abbreviations specified in the General Regulations of the MSA and in the Sporting Regulations shall be adopted.

7.2.3 The Administrator has the right to amend, vary or add to the Commercial Undertakings from time to time. Such amendments, variations, and additions shall be notified by bulletin to all registered competitors by posting to the address detailed on the Championship Registration Form, or sending to the e-mail address detailed on the Championship Registration Form or faxing to the fax number detailed on the Championship Registration Form, or delivery to the competitor by hand.

7.2.4 All competitors, teams, manufacturers and team members agree to be bound by the Commercial Undertakings and any additions, variations or amendments thereto and to procure compliance by persons associated with them.

7.2.5 All the prizes stated in regulations 1.9.2 will only be issued to Competitors whose accounts with Ginetta Cars are up to date as at close of business on 30 November following the race season. Any Competitor whose accounts are not up to date as at close of business on 30 November following the race season relinquishes all rights to prizes.

7.3 PENALTIES

7.3.1 **WARNING:** The terms of the Commercial Undertakings are fundamental to the contract between TOCA, Ginetta Cars and the competitor and the team respectively. A breach of any of the Commercial Undertakings may render the competitor and / or the team ineligible for competition and participation in this Championship will be entirely at the discretion of the Administrator. The Administrator as an alternative and/or in addition to excluding the competitor, the team and/or the manufacturer from the Championship may impose any one or more of the following penalties as a condition of continued participation in the Championship:

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

Time penalty,

Exclusion

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

- 7.3.2 In addition or in lieu of any such penalty the Administrator may require the competitor and/or team to take such steps as may be reasonable to mitigate the damage to the reputation of the Championship.
- 7.3.3 In the case of an alleged breach of any Commercial Undertaking the decision of the Administrator is final as to the culpability and penalty and there is no appeal to the MSC National Court. Continued future participation in the Championship may not be permitted until any fine imposed pursuant to these Commercial Undertakings is paid in full.
- 7.3.4 A breach of any of the Commercial Undertakings may also result in a fine, up to a maximum of £1,000 for each offence, being imposed by the BTCC Co-ordinator or the Championship Co-ordinator. 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 Co-ordinator and the Championship Co-ordinator.
- 7.3.5 Where in the opinion of the Administrator any Competitor(s) and / or Team(s) has gained an unfair advantage (whether inadvertently or not) from a breach of the Commercial Undertakings by its own actions or those of another Competitor or Team the Administrator may impose any one or more of the penalties set out in Commercial Undertaking 4.2.1 above in order to remove or otherwise compensate for such advantage.
- 7.3.6 All cars must have a transponder fitted and working for any official practice session prior to race weekends. All Friday practice sessions immediately prior to race weekends are classed as official practice sessions. Any competitor running without a transponder during an official test session will have championship points deducted. 5 championship points will be deducted for each test session that a driver fails to fit a working transponder.
- 7.3.7 It will be at the decision of the Championship Coordinator and Clerk of the Course as to whether or not a driver is penalised. Any evidence may be used to determine whether or not a working transponder has been fitted, including information / data from the official timekeepers.

7.4 TELEVISION

- 7.4.1 By entering the Ginetta GT4 Supercup Championship, competitors, entrants and teams are obliged to assist TOCA and Ginetta Cars Ltd in the promotion of the Championship and in particular, the television coverage:
- 7.4.2 All competitors, entrants and teams are obliged to assist the TOCA nominated TV Production Company in the filming of Championship events and activities through the granting of interviews when requested and any other reasonable requests of the TV Production Company or the Administrator.
- 7.4.3 Without prejudice to the generality of 4.3.1.a drivers finishing first, second and third in the Drivers' Championship must make themselves available immediately after each Qualifying session, Race and/or the prize giving ceremony for any media interviews in

accordance with the requirements and directions of the Administrator and/or the Co-ordinator.

- 7.4.4 All cars must carry an in-car camera or on-board camera during testing, free practice, official qualifying sessions and/or the races at the request of the TV Production Company or the Administrator, and all cars must carry a Championship on-board Judicial camera (See regulation 3.22).
- 7.4.5 Footage from any camera used by competitors or teams cannot be used for commercial exploitation or public broadcast. Any footage produced in breach of this Regulation will forthwith upon request be delivered up to the Administrator in addition to any penalty imposed.
- 7.4.6 Any competitor and/or anyone connected with a competitor is prohibited from trying to influence the editorial decisions of the TV Production Company in connection with the Championship as it is shown on television or of otherwise interfering with television coverage.
- 7.4.7 The decision as to which car is to carry an on-board camera and/or an in-car camera rests solely with the TV Production Company, Ginetta Cars and the Administrator whose decision shall be final.
- 7.4.8 Each team is permitted to install its own brackets to incorporate an in-car camera subject to the prior approval of the Licenced Eligibility Scrutineer and the nominated TV Production Company.
- 7.4.9 The TOCA nominated TV Production Company shall have unrestricted access to any video footage captured by the drivers and / or teams or their associates and may incorporate any such material in its coverage of the Championship.
- 7.4.10 All footage obtained or recorded by the TOCA Nominated TV Production Company of the Championship belongs to TOCA and/or the TOCA nominated TV Production Company and all competitors, entrants and teams and their associates consent to their images being used by TOCA (and those authorised by it) for promoting the Championship and merchandise associated with the Championship.

7.5 ADVERTISING

- 7.5.1 No advertising of tobacco or tobacco products is permitted in any shape or form in this Championship. Additionally, any products that are not permitted to be advertised on UK television are also prohibited. The Administrator reserves the right to censor any advertising that may, at the absolute discretion of the Administrator, be deemed to be unsuitable. Any car or driver considered by the Administrator, in his/her absolute discretion, to be exhibiting unsuitable advertising may be excluded by the Administrator from any Round of the Championship.

7.6 PUBLICITY

- 7.6.1 At all Championship Meetings, Drivers, wearing their driving overalls, must take part in any autograph session, paddock walkabout and pre-race parade, when requested by the Co-ordinator.

- 7.6.2 All drivers who qualify for an award pursuant to Commercial Undertaking 6.15 shall attend the podium ceremony and any post-race televised interviews wearing their race winners caps to be provided by Ginetta Cars. Failure to attend the podium ceremony or failure to attend correctly attired may result in a fine being imposed by the Administrator.
- 7.6.3 In signing the Championship Registration Form, competitors, entrants and teams agree that TOCA (and those authorised by it) and Ginetta Cars Ltd may make use of his/her/its activities and successes in motor sport for any advertising, publicity, public relations and merchandising purposes. The competitors, entrants and teams also agree that in any advertising or promotion with which he/she/it is associated (relating to the Championship), the full title of the Championship (including the Championship sponsors name) will be used at all times.

7.7 MERCHANDISING

- 7.7.1 The manufacturer, competitor, entrant and team hereby authorise TOCA and Ginetta Cars Ltd to use and reuse and licence the use of images and representations of the vehicles competing in the Championship (including the manufacturers name and logo) and the name, images and representations of the driver, the team, the team logo and team paraphernalia including (insofar as the same appear on the clothing worn by the competitor or on team paraphernalia or on the cars driven by the competitor in the Championship) the logo and decals of all sponsors of the competitor and/or entrant for the purposes of producing merchandise exploiting the reputation of the Championship and all elements of the Championship.
- 7.7.2 The competitor, entrant and team authorise TOCA and Ginetta Cars Ltd to use and licence others to use all Championship images and other material relating to the Championship in marketing and packaging material and commercial advertisements exploiting the Championship or merchandise of the Championship or any individual elements of the Championship.
- 7.7.3 The manufacturer, competitor, entrant and team shall assist Ginetta Cars Ltd, TOCA and those authorised by it with the promotion of the Championship and production and promotion of merchandise associated with the Championship.

7.8 MEETING ARRANGEMENTS

- 7.8.1 Throughout the course of the Championship, the Administrator and the Co-ordinator may inspect all race transporters and motorhomes to ensure that they are of smart appearance and in good order. The Administrator may refuse to issue a Paddock vehicle pass to any vehicle that he/she deems to be unsuitable for display within the Paddock.
- 7.8.2 At the start of each Meeting, practice session and race, the competing cars and all team vehicles must be clean, of smart appearance, and in good order. The Administrator reserves the right to suspend competitors not meeting this requirement from taking further part in the Championship and withdraw passes until this Regulation is fulfilled to his/her satisfaction.
- 7.8.3 Paddock parking space will be allocated as follows:
One and two car teams – one race transporter
Teams with more than two cars – a maximum of two race transporters

- 7.8.4 Each race transporter is permitted one additional support vehicle which may be parked in the allocated paddock area if there is sufficient space. Allocation of space is at the sole discretion of the Co-ordinator.
- 7.8.5 Support vehicles will not be permitted to have awnings attached.
- 7.8.6 Any team considered by the Administrator, in his/her absolute discretion, to be exhibiting unsuitable advertising may be asked to withdraw it immediately.
- 7.8.7 Each one or two car team will be permitted one motorhome plot of maximum dimensions 16.5 metres long x 8 metres wide in the designated area.
- 7.8.8 Each three or four car team will be permitted one motorhome plot of maximum dimensions 16.5 metres long x 10 metres wide in the designated area.
- 7.8.9 The motorhome, awning and kitchen unit must all fit within the motorhome plot. Motorhomes must be no higher than 6 metres.
- 7.8.10 Any pipes, wires or cables trailing from motorhomes and/or transporters and/or generators must be protected by hard covers where they will be crossed by vehicles or pedestrians. All health and safety requirements must be met at all times and warning signs must be erected where there is any danger to the public or other persons.

7.9 PASSES

- 7.9.1 Permanent passes will be issued to each registered Ginetta GT4 Supercup competitor for his/her sole use and these will be valid for every round of the Championship. Each competitor shall be given the following number of passes:

- 6 x Pit Lane Access Passes
- 6 x VIP passes
- 2 x Private car passes
- 1 x Transporter Pass

- 7.9.2 Please note that these passes are issued in accordance with Commercial Undertaking 8.1.0 with respect to team transport.
- 7.9.3 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 Co-ordinator by Monday 16th March 2015. The BTCC Co-ordinator will not process Vehicle/Staff Information Sheets unless they are fully completed. Submission of an incomplete form or late return of the form to your Championship Co-ordinator, may result in no passes being available for the first Event and the withholding of an Entrant's/Driver's entry.
- 7.9.4 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.

7.9.5 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.

7.9.6 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.

7.9.7 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 Co-ordinator 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.

7.9.8 TOCA, in conjunction with the Championship Co-ordinator, 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.

7.9.9 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.

7.9.10 If a Championship registration is withdrawn, all passes issued in connection with that registration must be returned to the Championship Co-ordinator. Any lost/mislaid passes will be subject to a penalty of £25.00 per pass multiplied by the number of remaining rounds.

- 7.9.11 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.
- 7.9.12 Each Entrant/Driver must also attend this Ginetta Media Day with their intended Paddock vehicle for the 2015 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.

7.10 PADDOCK REGULATIONS

- 7.10.1 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 a Ginetta UK official pre-season test day in accordance with Regulation 6.3.9., the date of which will be advised in a Championship Newsletter.
- 7.10.2 Any amendment to the vehicle and/or awning size required must be notified to the BTCC Paddock Team for their approval prior to use.
- 7.10.3 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.
- 7.10.4 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 Co-ordinator.
- 7.10.5 No hospitality/entertaining will be allowed by Entrants/Drivers within the Paddock. Each team will be permitted one transporter and awning to be parked in their designated Paddock area that may contain an area at the rear specifically for team catering. Any Entrant requiring an additional awning must make a request in writing to the Championship Co-ordinator prior to the first Event. Please refer to Regulation 3.12.4. regarding the mandatory provision of fire extinguishers.
- 7.10.6 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.
- 7.10.7 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.
- 7.10.8 Tailgates on transporters must remain closed at all times except when loading and/or unloading your race cars.

- 7.10.9 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 Co-ordinator (after consultation with the BTCC Co-ordinator) has been obtained to park up at a different time. Verbal permission from circuit employees will not be accepted.
- 7.10.10 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 Co-ordinator 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.
- 7.10.11 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.
- 7.10.12 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.
- 7.10.13 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 Co-ordinator before the first Event of the season.
- 7.10.14 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 Co-ordinator or the Championship Co-ordinator. 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 Co-ordinator or the Championship Co-ordinator in respect of this additional penalty shall be final with no appeal to the MSC National Court.

7.11 TIMETABLE REGULATIONS

- 7.11.1 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.
- 7.11.2 BTCC reserves the right to amend the race day timetable at its discretion.
- 7.11.3 Entrants/Drivers should listen carefully to the Paddock tannoy announcements and their Championship Co-ordinator 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.

7.12 RADIOS

- 7.12.1 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 Radiocommunications Agency. The BTCC Co-ordinator 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.

7.12.2 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 Radiocommunications Agency for the use of their radio frequency.

7.12.3 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 Co-ordinator and in accordance with the requirements and prior approval of the Radiocommunications 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 Radiocommunication Agency submitted to the BTCC Co-ordinator.

7.12.4 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 Radiocommunications Agency and submit a copy of such approval to the BTCC Co-ordinator.

7.12.5 It is not permitted to scramble radio speech transmissions or encode them in any way.

7.13 MISCELLANEOUS

7.13.1 Manufacturers, competitors, entrants and teams and officials may not either individually or with any such participants or through any representative or agent, procure, solicit or arrange for any supplies, gratuities, products, merchandise, equipment or any other thing of value to be provided from any source whatsoever bearing or depicting any Championship logo and/or any trademark and/or any copyright and/or any image used or associated with the Championship without the prior written permission of the Administrator to do so.

7.13.2 All images, photographs, recordings or representations of the participation in the Championship or association with the Championship of manufacturers, competitors, entrants and teams may only be used for commercial purposes with the prior written consent of the Administrator. No consent is required for normal media reporting of the Championship.

7.13.3 All the broadcast, recording, cable, satellite, digital, video, internet and interactive rights and other rights in all media to the Championship and other related events are the sole property of TOCA. Any recording or broadcast of the Championship and other related events or, rebroadcast or reproduction of material without express written permission of the Administrator is strictly prohibited. Manufacturers, competitors, entrants and teams currently registered in the Championship may, subject to the prior written permission of the Administrator and subject to any conditions that he may impose at his/her absolute discretion, be granted rights to use broadcast material for their own specific promotional use within the UK without fee or charge. Rights requested for any other commercial use must be made in writing to the Administrator and if granted will be subject to Licence which may include a fee or charge.

7.14 CHAMPIONSHIP LIVERY

7.14.1 Approved Ginetta Championship stickers must be fixed to each competing car. Please see 5.4 for further details.

7.14.2 Each driver must wear the approved Ginetta Championship race suit which includes approved championship badges. The championship organisers reserve the right to remove any badges or branding which is deemed to be unsuitable or conflicts with other championship / Ginetta sponsors.

7.15 TEAM FILMING / FOOTAGE

7.15.1 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)

7.15.2 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.

7.15.3 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.

7.15.4 They will issue you with a bib, which **MUST BE WORN WHEN FILMING** or the camera operator will be ejected from the circuit.

7.15.5 **ABSOLUTELY NO FILMING IS ALLOWED IN THE PIT-LANE, THE GRID, PARC-FERME, 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.**

7.15.6 Teams will 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.

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

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

7.15.9 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.

7.15.10 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.

7.15.11 **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;

7.15.12 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.

7.15.13 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).

ITV FOOTAGE REQUESTS

7.15.14 Requests for internet/sponsor (non broadcast) use:

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

Alan Gow, BTCC SERIES DIRECTOR (alan.gow@btcc-toca.com)
David Francis, ITV SPORT BTCC DIRECTOR (david.francis@itv.com)

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

7.15.17 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.

7.15.18 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.

7.15.19 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.

7.15.20 Requests for television broadcast use:

7.15.21 Written requests must be made to;
Alan Gow, BTCC SERIES DIRECTOR (alan.gow@btcc-toca.com)
David Francis, ITV SPORT BTCC DIRECTOR (david.francis@itv.com)

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

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

7.15.24 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.

7.15.25 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.

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

7.15.27 HOW TO OBTAIN ITV MATERIAL & TRANSFER COSTS:

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

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

7.15.30 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.

7.15.31 Cloubass 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 Cloubass 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.

7.15.32 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.

7.15.33 Footage will only be released once ITV have written permission from Alan Gow.

7.15.34 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

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

7.15.36 1. Written permissions (by email) as detailed above.

7.15.37 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.

7.15.38 3. The DUNLOP EDIT is for use by media channels as determined by Simon Melluish (BTCC Press Office). This is not for use in part by drivers, teams or sponsors by way of obtaining footage.

7.15.39 4. ITV Sport on-screen logo and all graphics must always remain.

7.15.40 5. No digital alterations or enhancements of ITV footage is permitted; for example to mask or pixilate signage or graphics etc.

7.15.41 6. No BTCC related footage can be broadcast on 'YouTube' or suchlike, other than from your individual dedicated team/driver/sponsor channel or website.

7.15.42 TOCA SUPPORT SERIES

7.15.43 As above, except that; Footage requests from ITV need only have written permission from the relevant Support Series Championship Co-ordinator or Press Officer.

7.15.44 Filming requests at a TOCA event still need to be approached as per BTCC teams via Alan Gow, David Francis at ITV and their own Series Championship Co-ordinator or Press Officer.

7.16 BREACH OF COMMERCIAL REGULATIONS

7.16.1 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 Co-ordinator or the Championship Coordinator. Championship registration will be temporarily suspended until such payment has been received.

7.16.2 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 Co-ordinator and the Championship Coordinator.

8 CHAMPIONSHIP CONTACTS

8.1 CHAMPIONSHIP CONTACTS AND RACE ORGANISING CLUBS

Vehicle Manufacturer:

Ginetta Cars Ltd
Helios 47
Garforth
Leeds
Tel: 0845 2 105050
E mail: enquiries@ginetta.com
Website: www.ginetta.com

Licenced Eligibility Scrutineer:

Stuart Vincent
Email: Vincent.stuart@lineone.net

Championship Clerk of the Course:

Dave White
Email: dave@monostar.co.uk

Championship Organiser:

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

Championship Tyre Supplier:

Protyre Motorsport

Tel: 01782 411001
Fax: 01782 411024
Email: sales@protyremotorsport.co.uk

Championship Co ordinator:

Ashley Gallagher (Ginetta Cars):
Ashley.Gallagher@ginetta.com

Tel: 08542 10 50 50

BTCC Medical Advisor:

Dr Paul Trafford
Mobile: 07785 557470
Fax: 0141 404 2624
E-mail paul@doctrtraff.co.uk

Control Fuel Supplier:

Petrochem Carless,
Cedar Court,
Guildford Road,
Leatherhead,
Surrey,
KT22 9RX
Tel: +44 (0) 1372 360 000
Fax: +44 (0) 1372 380 400

Control Fuel Distributor:

Vital Equipment Ltd,
Orchard Lea,
Pontrilas,
Hereford.
HR2 0EL
Tel: 05601 168546

APPENDIX A

GINETTA GT4 SUPERCUP CHAMPIONSHIP

CONFIDENTIAL MEDICAL INFORMATION

For your own benefit please complete all sections in black ink, deleting as appropriate and giving as much detail as possible. Please write or type clearly.

This will be treated in strict confidence and will only be used in the event of accident or injury when appropriate details may be released to another doctor if necessary.

If you wish to discuss anything or have any problems please contact Dr Paul Trafford

RETURN THE ORIGINAL (not a copy) TO:

Dr Paul J. Trafford

7 Victoria Circus

Dowanhill

GLASGOW

G12 9LB

Mobile 07785 557470

Facsimile 0141 404 2624

E-mail paul@doctrtraff.co.uk

IT IS IN YOUR OWN INTERESTS TO COMPLETE THE MEDICAL FORMS BELOW
ACCURATELY WITH AS MUCH DETAIL AS POSSIBLE

MEDICAL INFORMATION SHEET

Car Number

DETAILS OF DRIVER

SURNAME	
FORENAMES (in full)	
DATE OF BIRTH (day/month/year)	/ /
E MAIL ADDRESS	

HOME ADDRESS	
	POSTCODE

TELEPHONE NUMBERS	WORK:
HOME:	MOBILE:

UK ADDRESS (if different)	
	POSTCODE
TELEPHONE NUMBERS	WORK:
HOME:	MOBILE:

NEXT OF KIN (to be contacted in case of accidents)

NAME (in full)	
RELATIONSHIP TO DRIVER	
HOME ADDRESS	
	POSTCODE
TELEPHONE NUMBERS	WORK:
HOME:	MOBILE:
E MAIL ADDRESS	

TEAM MANAGER

NAME	
ADDRESS	
	POSTCODE
TELEPHONE NUMBERS	WORK:
HOME:	MOBILE:
E MAIL ADDRESS	

GENERAL PRACTITIONER

NAME	
ADDRESS	
	POSTCODE
TELEPHONE NUMBER	

DRIVER INFORMATION

WEIGHT	kg./	st.lb.
HEIGHT	cm/	ft.in
BLOOD GROUP (if known)		
RIGHT OR LEFT HANDED?		

DO YOU WEAR CONTACT LENSES?	YES / NO
If so are they hard or soft?	

DO YOU SMOKE?	YES / NO
If so how many a day?	

DO YOU TAKE ANY DRUGS PRESCRIBED BY YOUR DOCTOR?	YES / NO
If so please list	

DO YOU TAKE ANY DRUGS BOUGHT BY YOURSELF FROM A PHARMACY?	YES / NO
If so please list	

HAVE YOU EVER TAKEN STEROIDS (PREDNISOLONE/HYDROCORTISONE)?	YES / NO
If so please list with dates	

ARE YOU ALLERGIC TO ANYTHING (e.g. PENICILLIN / IODINE)?	YES / NO
If so please list	

HAVE YOU EVER HAD ANY OPERATIONS?		YES / NO
If so please state what for and dates		
Operation	Date	
Operation	Date	
Operation	Date	

IF YOU HAVE HAD ANY ANAESTHETICS WERE THERE ANY PROBLEMS?		YES / NO
If there were please state what		

HAVE YOU BEEN IN HOSPITAL OTHER THAN FOR AN OPERATION?		YES / NO
If so for what		

DO YOU HAVE ANY NECK/BACK PROBLEMS OR HAVE YOU HAD ANY NECK/BACK INJURIES?		YES / NO
If so please list		

HAVE YOU BROKEN ANY BONES (e.g. WRIST)?		YES / NO
If so please list		

DO YOU HAVE ANY FALSE TEETH/CAPS/CROWNS?		YES / NO
If so please list		

HAVE YOU HAD AN ANTI-TETANUS INJECTION?		YES / NO
If so please list year		

DO YOU HAVE ANY PRIVATE MEDICAL INSURANCE?		YES / NO
Company / Policy number		
<i>In the event of an injury, not all policies will cover emergency treatment in hospital. It is worth checking the terms of your policy.</i>		

IS THERE ANYTHING ELSE YOU THINK IS RELEVANT OR IMPORTANT IN YOUR MEDICAL HISTORY?

IF SO PLEASE CONTINUE ON A SEPARATE SHEET.

Medical Sheet Declaration:

I understand that the above information will remain confidential and only be released to another doctor if considered necessary.

I also agree to information from another doctor / hospital being released to Dr Paul J. Trafford in the event of an accident or injury.

Driver's Signature: _____

Full name of driver (please print): _____

Date: _____

If the driver is under 18 years of age, please state their age: My age is _____

If the driver is under 18 years of age, this Medical Form must be countersigned by that person's Parent or Legal Guardian whose full name and address shall be given below:

Signature of Parent/Legal Guardian: _____

Name: _____

Address: _____

Date: _____

e-mail address: _____

PLEASE RETURN THE ORIGINAL TO DR PAUL J. TRAFFORD (address given above)



2015 Michelin Ginetta GT4 SuperCup

Official Entry Form



An MSA recognised racing championship supporting the British
Touring Car Championship, registered by:

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

www.barc.net

2015 GINETTA CHAMPIONSHIP OFFICIAL ENTRY 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:

<u>Date</u>	<u>Circuit</u>	<u>Organising Club</u>
04/05 April	Brands Hatch	BARC
18/19 April	Donington Park	BARC
09/10 May	Thruxton	BARC
06/07 June	Oulton Park	BARC
27/28 June	Croft	BARC
08/09 August	Snetterton	BARC
22/23 August	Knockhill	BARC
05/06 September	Rockingham	BARC
26/27 September	Silverstone	BARC
10/11 October	Brands Hatch GP	BARC

Name of Driver: _____ Date of Birth: _____

Home Address: _____

_____ Post Code: _____

Daytime Telephone No: _____ Evening Telephone No: _____

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

BARC Membership No (if known): _____ Driver'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: _____ 2015 MSA Entrants Licence No: _____

All correspondence will be sent to the ENTRANT

PARTICULARS OF YOUR CAR

Make: GINETTA Model: G55

Year of Manufacture: _____ Colour: _____

RACE DETAILS

Class Entered: 2015 MICHELIN GINETTA GT4 SUPERCUP Preferred Competition No: _____

Category (Please circle): Professional Amateur

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.

5 Circuit	Competed here before?	Licence signed?
Brands Hatch	Yes / No	Yes / No
Donington Park	Yes / No	Yes / No
Thruxton	Yes / No	Yes / No
Oulton Park	Yes / No	Yes / No
Croft	Yes / No	Yes / No
Snetterton	Yes / No	Yes / No
Knockhill	Yes / No	Yes / No
Rockingham	Yes / No	Yes / No
Silverstone	Yes / No	Yes / No
Brands Hatch GP	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 under 18)

Signature of Parent/Guardian: _____ Date: _____

(if driver under 18)

Parent/Guardian Address: _____

(if driver under 18)

Post Code: _____

Entry Fee

The championship entry fee of £14,500 + VAT. Payment in full will guarantee one of the 26 places in the Michelin Ginetta GT4 Supercup

Declaration:

I _____ (insert name) declare that I commit to race in the 2015 Michelin Ginetta GT4 Supercup. I accept that no money will be refunded by Ginetta Cars should I fail to attend a round.

Tick as applicable:

1. I paid my entry fee on or before the 12th January 2015 and receive the early entry discount
(Total owing £12,495.00 + VAT) Date paid: _____

2. I paid my entry fee after the 12th January
(Total owing £14,500.00 + VAT) Date paid: _____

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 the appropriate entry fee.

Please return this completed document to:

Ash Gallagher
Ginetta Cars LTD
Unit 2
Helios 47
Garforth
Leeds
LS25 2DY

Ashley.gallagher@ginetta.com

APPENDIX C

Decal Layout

TBA